

# Navy News

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## A black and white photograph of a large aircraft carrier, likely a Japanese Zero carrier, sailing on the water. The ship is viewed from a side-on perspective, showing its long hull and multiple decks. The background features a coastal town with various buildings and structures along the shoreline. The water is calm, and the overall scene is captured in a historical, grainy style.

A black and white aerial photograph of the USS Intrepid (CV-11) at sea. The ship is viewed from an elevated angle, showing its long deck, superstructure, and the wake it leaves behind. The ship is moving towards the right side of the frame. The water is dark, and the ship's hull is light-colored. The image is grainy and has a high-contrast, historical quality.

VIRGINIA TOBACCO AT ITS BEST



## Navy News

EDITOR

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## EDITORIAL

It is rare indeed to have the opportunity of making a contribution to a worth-while cause and to find that the value of one's gift is doubled.

Such an opportunity now exists. On page 4 will be found an article concerning the proposal to build an Annex to the Royal Sailors' Home Club at Portsmouth to provide temporary accommodation for men and their families.

The need is great. The Editor has been personally involved when families—sometimes with several small children and sometimes in appalling weather—have had nowhere to sleep and can testify to the despair of some of the people concerned.

It is easy enough—from a distance—to harden one's heart, to say the people concerned ought not to allow themselves to get into such a position, but the fact remains that these cases do arise and very often too. It is all very well to say that 'the authorities will do something' but we of the Navy are a proud people really and when something is wrong we like to help to put it right.

Everyone knows how generous the Navy is and here is a chance to help the men of the Navy.

How? A sum of under £25,000 is required to build an Annex to the Royal Sailors' Home Club for families and if that sum is produced then another £41,570 will be added to it and work on an estimable project can be started. It needs no mathematical genius to see therefore that a gift is almost doubled.

If two-thirds of the men of the Navy were to give—or would promise to give—10s. per head, the required sum would be available. If every man gave 10s. there could be a working capital of immense value.

All that is needed to make this appeal a huge success is for two or three enthusiastic men in each ship or establishment to get together and find means to bring the appeal to the notice of all on board. Give everyone the chance to 'double his money' and the target will be reached in no time at all.

The chairman of the Management Committee says all money would be required by the middle of 1962—over twelve months away (although he wants to know how much is going to be given by February next)—ten shillings a head is not much, is it?

(Continued in column 2)

## KEELS OF ZULU AND MOHAWK LAID DOWN

THE keels of two more general purpose frigates of the Tribal class were laid on December 1.

The first ship, which will eventually be named the Zulu, will be built by Alex Stephens & Sons Ltd., of Lint-house, Glasgow. Parsons Marine Turbine Co. Ltd., will supply the steam turbines and gearing and Yarrows Ltd. will provide the gas turbines for this vessel.

The second ship, later to be christened Mohawk, is being constructed at the Barrow-in-Furness shipyard of Vickers-Armstrongs (Shipbuilders) Ltd. The machinery for this frigate will be built by Vickers-Armstrongs (Engineers) Ltd., who will supply the steam turbines, and Associated Electrical Industries Ltd., who are building the gas turbines.

Ships of the Tribal class have a standard displacement of approximately 2,500 tons, a length of 360 feet and a beam of 42 feet 6 inches.

The propulsion machinery consists of a combination of both steam and gas turbines. The steam turbines provide power for normal cruising and manoeuvring and the gas turbines, operating the same shaft, will give immediate power for high-speed steaming and getting under way in an emergency. Denny Brown stabilizers are also being fitted.

Their armament will comprise two 4.5 inch guns in single mountings, with

a radar-operated fire-control system, two 40 mm. guns and anti-submarine mortars. The Tribal class frigates are the first to be designed to carry a helicopter.

## Royal Marines win Duke of Edinburgh award

FOR the second year running, the Royal Marines have won the annual Duke of Edinburgh Trophy in an arduous test of combat, marksmanship and endurance.

A team of 12 officers, N.C.O.s. and marines from 41 Commando—the Royal Marines youngest unit, formed only in April this year—scored a total of 2,055½ points in the three-phase competition.

Among the tests completed by members of the team were those in which they had to march five miles and fire rifles, carry a team mate 200 yards before firing, surmount an obstacle course before firing Sten guns, and run three miles on the track.

The team will be presented with the trophy by the Duke of Edinburgh at Buckingham Palace in February. His Royal Highness instituted the competition in 1956 for all those units of which he is Captain General, Colonel-in-Chief, Colonel, Honorary Colonel or Honorary Air Commodore.

## C.I.G.S. AT BRITANNIA

FIELD-MARSHAL Sir Francis W. Festing, G.C.B., K.B.E., D.S.O., Chief of the Imperial General Staff, was the inspecting officer at the passing-out parade of Britannia Royal Naval College, Dartmouth, on Monday December 19, when he presented Queen's Prizes to successful midshipmen who will shortly be joining the fleet as acting sub-lieutenants.

(Continued from column 1)

GIVE GENEROUSLY. Usually, when appeals are made, the expression 'Give until it hurts' is used. In this case all that is wanted is the price of a box of matches each week for just over a year. And for that small sum hundreds of people are going to bless the generosity of those who were serving in 1961.

## SEA HORSES

SIR.—Re photograph entitled "Another Horse Marine" there is nothing unusual to the pre-World War I generation in seeing either Naval or Marine officers mounted, in fact it was the custom for the field officers to be so at the frequent reviews and landing parties we exercised.

I am delighted to see the present Royal Marines have retained the shabraque, but I am mystified at the insignia which appear to be a major's crown over the Globe and Laurel, whereas the letter says the officer was a Captain—presumably adjutant. Also the sword appears to be in the saddle frog and yet the hilt is clearly facing forward as though it is worn in the Sam Browne.—C. M. BLACKMAN (Rear-Admiral), Bishop's Waltham.

## Letters to the Editor

## 'Northampton Riggers' trained in Agincourt

SIR,—It was very interesting to read in your December issue an outline of the history of H.M.S. Agincourt and its ultimate fate, written by J. Y. T. However, as there is a little gap, I am endeavouring to fill it.

The Minataur and Agincourt did not part company for good in 1887, as they were together again in 1905 anchored in adjacent berths in Portland Harbour, and were both carrying out the duties of harbour training ships. H.M.S. Minataur, then named Boscawen I, was used to complete the training of 2nd Class Boys drafted from H.M.S. St Vincent at Portsmouth and other ports, whilst H.M.S. Agincourt (Boscawen III) acted as a drafting depot for them as they completed their training and were rated Boy 1st Class in readiness for draft to ships of the Channel Fleet on return to Portland.

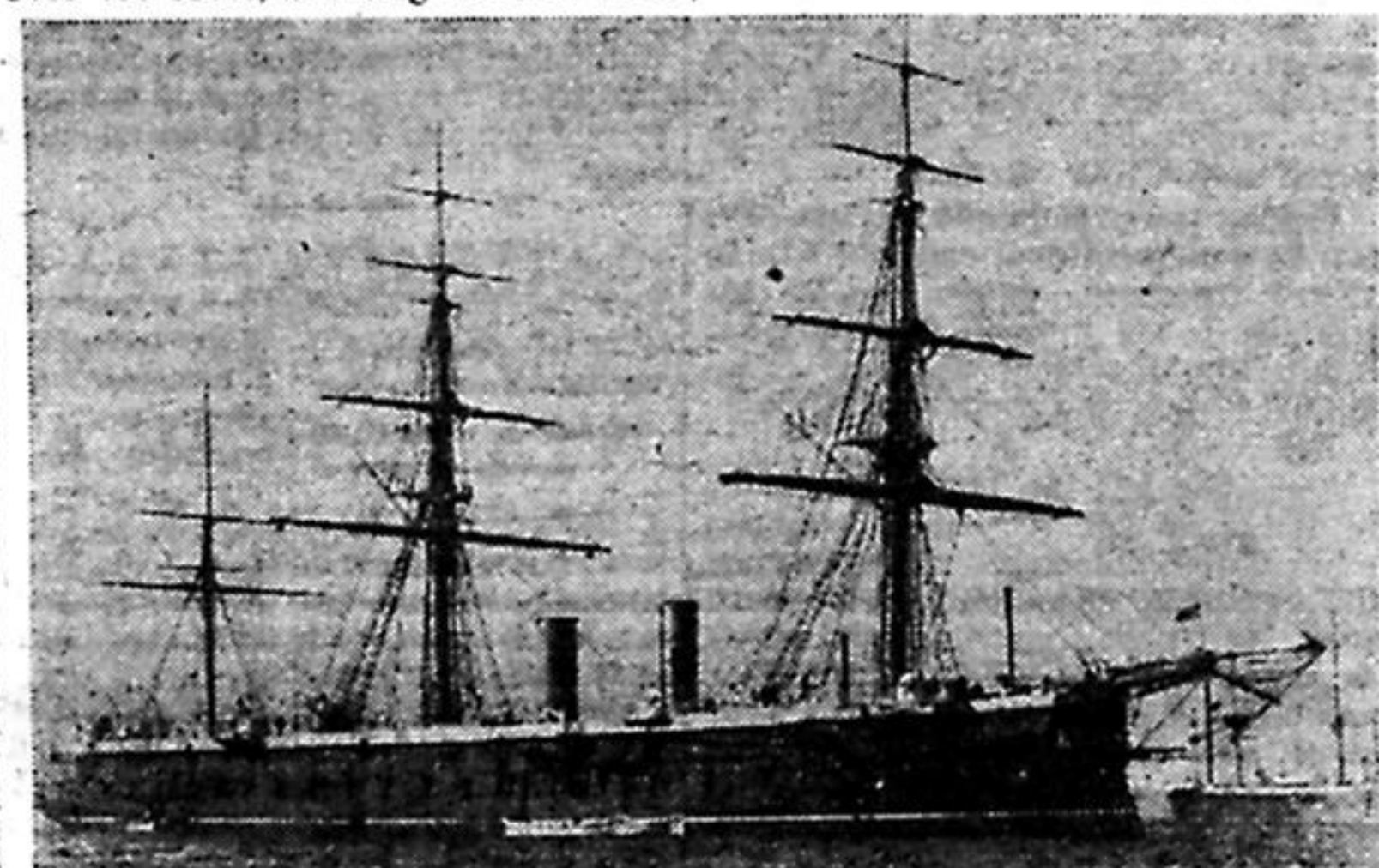
At the end of 1904 it was decided to withdraw H.M.S. Northampton and H.M.S. Cleopatra from the Seagoing Training Service (Sail) for youths, who were at that time joining the Royal Navy between the ages of 16½ and 17½. They were commonly known as Northampton Riggers, or nozzers. Whilst "Their Lordships" were trying to make up their minds what to do with this class of new entry, the numbers at Chatham Barracks had accumulated to over 400 souls, awaiting news of their

disposal. It was suddenly decided that H.M.S. Agincourt (Boscawen III) was to be used as a harbour training ship for youths in addition to being a drafting ship for Boys 1st Class. Consequently on January 12, 1905, 400 youths in all shapes and sizes, dressed as Seamen of the Royal Navy, arrived at Portland to join their first ship, H.M.S. Agincourt. This was the name mostly used by these youths because it was thought (rightly so) that it added to one's dignity and prestige. The name Boscawen III was despised by these up-and-coming youths.

During the period under training, January-May, 1905, the Agincourt proceeded to Portsmouth under her own steam for docking. She was docked close by "Excellent Steps" Tidal Basin, and on completion coaled ship alongside the north side of Tidal Basin, the coal having been brought to the jetty in railway wagons. After this evolution, she returned to her anchorage at Portland, where she remained apparently until 1908.

On May 5, 1905, the first draft of youths from H.M.S. Agincourt were dispersed to ships of the "Particular Service Squadron," H.M.S. Ariadne (flag), H.M.S. Hawke, H.M.S. Crescent and H.M.S. Royal Arthur, for sea training.

NEPTUNE



H.M.S. Agincourt (Boscawen III) at Portland—1905.

## DRAFTING FORECAST—YOUR NEXT SHIP

A S ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(Note.—Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.)

## SUBMARINE COMMAND

H.M.S. Walrus, February, at Greenock for service in 3rd Submarine Squadron.

H.M.S. Oberon, February, at Chatham for service in 3rd Submarine Squadron.

## GENERAL

H.M.S. Diana, January 11, at Devonport for General Service Commission, Med./Home (23 months). U.K. Base Port, Devonport.

H.M.S. Battleaxe, January 17, at Portsmouth for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Crossbow, January 17, at Chatham for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Jaguar, January 23, at Portsmouth for General Service Commission, Home/South America and South Atlantic (24 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Belfast, January 30, at Singapore for Foreign Service, Far East. 899 Squadron, February 1, at R.N. Air Station Yeovilton for H.Q. Squadron.

H.M.S. Diamond, February 7, at Chatham for General Service Commission, Med./Home (23 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Anzio, February 28, at Malta for Foreign Service.

H.M.S. Troubridge, February 28, at Portsmouth for General Service Commission, Home/West Indies

(21 months). U.K. Base Port, Portsmouth.

700 Z Flight, March 6, at R.N. Air Station Lossiemouth for I.P.T.U.

H.M.S. Blake, March 7, at Clyde for Home Sea Service, Reconstructions August for General Service Commission, Med./Home (24 months). U.K. Base Port, Devonport.

H.M.S. Petard, March, at Chatham for trials.

H.M.S. Cook, March 20, at Singapore for Foreign Service, (Far East).

H.M.S. Eastbourne, April 12, at Chatham for General Service Commission, Home/East of Suez (20 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Chichester, April 13, at Chatham for General Service Commission, Home/East of Suez (18 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Berwick, April 18, at Belfast for General Service Commission, Home/Med. (21 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Loch Lomond, April 18, at Chatham for General Service Commission, Home/Arabian Seas and Persian Gulf (15 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Tiger, May, at Devonport for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Carysfoot, May, at Singapore for Foreign Service (Far East).

H.M.S. Trafalgar, May 24, at Portsmouth for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth.

H.M.S. Jutland, May 24, at Chatham for Home Sea Service, U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Dunkirk, May 24, at Devonport for General Service Commission, Home/Med. (22 months). U.K. Base Port, Devonport.

H.M.S. Broadsword, May 25, at Chatham for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Scorpion, May 30, at Chatham for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Ursa, May, at Malta for trials. U.K. Base Port under consideration.

H.M.S. Whirlwind, May 30, at Rosyth for trials. Commissions July 11 for Home Sea Service, U.K. Base Port, Portsmouth (C). (See note.) Under consideration.

H.M.S. Ashanti, June 6, at Glasgow for Home Sea Service trials. Reconstructions February 27, 1962, for General Service Commission, Arabian Seas and Persian Gulf/Home (12 months). U.K. Base Port, Devonport.

H.M.S. Scarborough, June 6, at Portsmouth for General Service Commission, Home/Med. (18 months). U.K. Base Port, Portsmouth.

H.M.S. Dampier, June, at Singapore for Foreign Service (Far East).

H.M.S. Falmouth, July, at Wallsend-on-Tyne for General Service Commission Home/Med. (18 months). U.K. Base Port, Devonport.

H.M.S. Loch Killisport, July, at Rosyth for trials. Commissions August for Foreign Service (Far East).

H.M.S. Dalrymple, July 18, at Devonport for General Service Commission, Persian Gulf/Med. (24 months). U.K. Base Port, Devonport.

815 Squadron, July, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Ark Royal).

706 Squadron, July, at R.N. Air Station, Culdrose, for Advanced Flying Training.

H.M.S. Mull of Kintyre, end of July,

at Portsmouth with Steaming Crew. U.K. Base Port under consideration.

H.M.S. Vidal, August 9, at Chatham for trials. Commissions September 12 for General Service Commission West Indies (24 months). U.K. Base Port, Devonport.

H.M.S. Puma, August 22, at Devonport for General Service Commission Home/South America and South Atlantic (20 months). U.K. Base Port, Devonport.

H.M.S. Ark Royal, August, at Devonport for General Service Commission, Home/Med. (24 months). U.K. Base Port, Devonport.

H.M.S. Dundas, September 5, at Rosyth for trials. Commissions October 31 for Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Bulwark, September, at Singapore for Foreign Service (Far East).

H.M.S. Barrosa, September, at Devonport for trials. Commissions December for General Service Commission Home/Med (24 months). U.K. Base Port—under consideration.

H.M.S. Corunna, September, at Rosyth for trials. Commissions November for General Service Commission Home/Med (24 months). U.K. Base Port, Rosyth—under consideration.

H.M.S. Lowestoft, September 26, at Glasgow for General Service Commission Home/Med. (16 months). U.K. Base Port, Portsmouth.

H.M.S. Aisne, end of September, at Chatham for trials. Commissions end December for General Service Commission Home/Med (24 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Hardy, September, at Chatham for trials. Commissions October for Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Gurkha, October, at Southampton for General Service Commission Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Rosyth.

H.M.S. Alert, November, at Singapore for Foreign Service, Far East.

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## THE WEEKLY WASH

THERE must be many readers who, like the writer, have to use their cars daily for commuting to and from work. With the continuous wet weather, and the resultant filthy state of the roads, a major problem is how to keep one's car clean. We all have our own methods and the following notes may help some of you.

### CAR WASHING

The least tedious way of keeping a car clean is, of course, to pay someone else to wash it. Many garages these days are well equipped with wash machines, usually of the arch variety which spray water on from both sides and overhead. This equipment is supposed to use some sort of magic foam which is subsequently rinsed off by clear spray whilst the operator uses a fleece glove to move the dirt. In my experience the claims are exaggerated, whilst the fleece glove is often dirty so that the paintwork is frequently scratched.

There is another variety of washing equipment, sometimes used by garages, which can also be used by anyone with a hose. I mean the flexible brush type of washer which is fed with water from a garden hose. This is available with a foam attachment which feeds quite a good foam through the brush. The snag with these, I find, is that one loading of foam tablets is barely sufficient to cover the car. Properly used the result is excellent, but, unless you are careful, a streaky effect is produced. After a lot of experiment my own method is to wash the car thoroughly once a month with a bucket of warm water containing a shot of ordinary household detergent, using a Spontex sponge and rinsing off with the flexible brush. In the weekly intervals I use the brush only, without detergent.

Incidentally a car should be washed

at least once per week regardless of weather conditions or how clean it looks. Drying can either be by sponge or chamois.

As to polishes, after a lot of experience I no longer use polish. My car seems to survive quite well and looks quite bright and clean without polish at all, but I must emphasise that it is washed properly every week. If you do prefer to use polish, however, a word of warning: paint takes as much as six months to harden properly and it is wise not to be over enthusiastic in polishing a new vehicle or one which has been newly painted.

### ANIMALS ON THE ROAD

Readers would be surprised if they knew how many serious accidents involving injury are caused by drivers who brake and swerve to avoid cats and dogs.

When one is confronted by an animal on the road one must, unfortunately, be hard-hearted. The best drill is to sound your horn; by all means apply your brakes, but never swerve. Let the animal avoid you if it can, and it often will if you sound your horn.

Remember, by the way, that if you run over a dog, it must be reported. This does not, however, apply to cats.

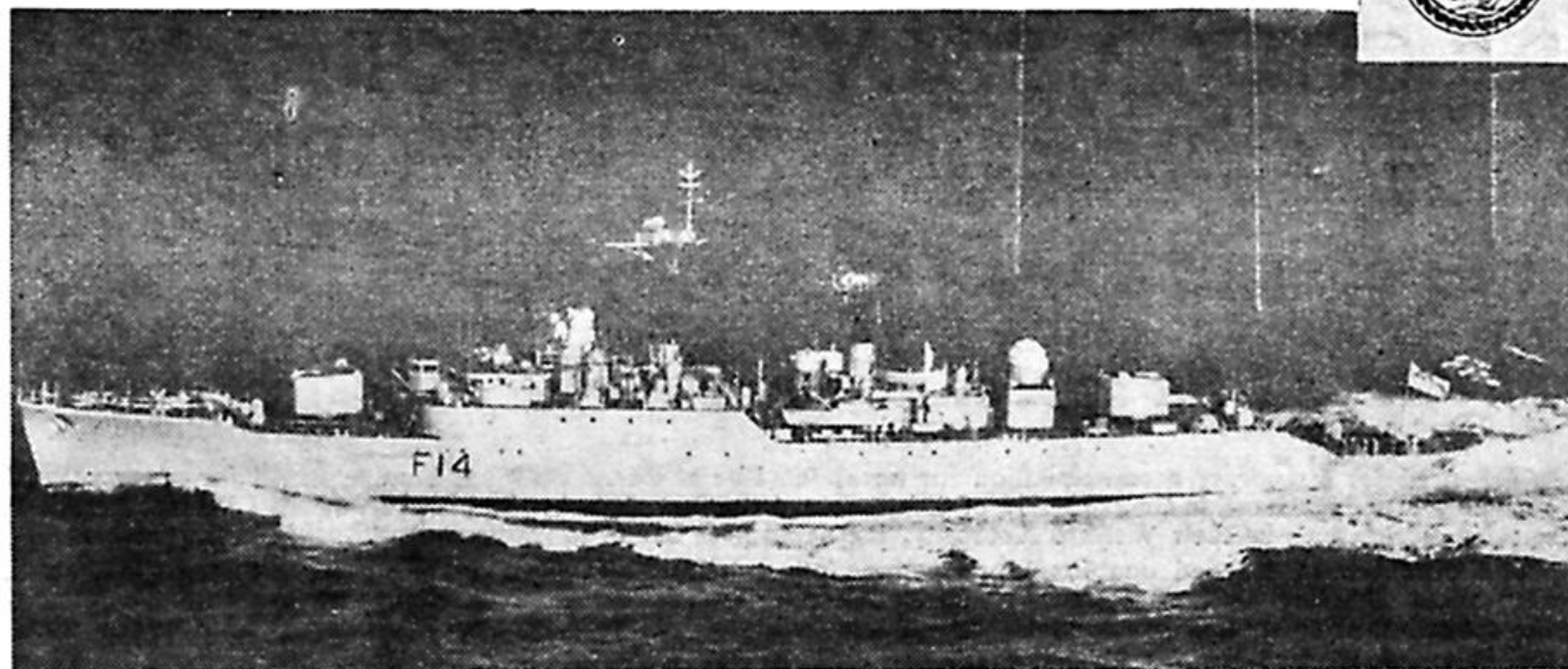
### REPORTING ACCIDENTS

Many drivers make quite a song and dance about calling police to the scene (Continued in column 3)

## SHIPS OF THE ROYAL NAVY

No. 62

H.M.S. LEOPARD



### Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate.

To Acting Chief Mechanician  
KX 622827 L. J. Hill, KX 109823 G. M. Guest, KX 154651 W. Jacobs, KX 858758 C. Bell.

To Chief Petty Officer Writer  
MX 834553 F. J. Hennessy.

To Chief Radio Electrician  
MX 834465 B. A. Brain, MX 713544 H. H. Rellon, MX 834486 R. B. Thompson, MX 834661 R. D. Young, MX 885910 E. Urry, MX 833841 T. Tivey, MX 833894 B. Holland.

To Chief Petty Officer  
JX 157679 J. E. O'Halloran, JX 138183 E. E. V. Woodhouse, JX 667397 J. H. Richardson, JX 160218 S. R. Jones, JX 704623 D. A. Ridgway, JX 180562 J. R. Barnes, JX 160661 D. M. Evans, JX 83179 W. J. W. Smith, JX 128398 E. Dearlove, JX 156078 V. Shaw, JX 159823 E. Wharton, JX 160564 J. R. Hawkey, JX 177205 F. P. Huggins, JX 801588 G. H. Kerr, JX 394458 R. M. Dixon, JX 151210 G. A. Singleton, JX 156664 G. B. Logan, JX 156750 R. W. Downing, JX 157534 R. F. Knight, JX 161845 E. Waterworth, JX 646155 S. J. Gibbons, JX 162571 D. A. Hogan, JX 156726 H. Leah, JX 156745 K. R. Curtis, JX 155216 F. C. Grainger, JX 155033 H. W. Flaherty, JX 153996 W. G. Russell, JX 151821 R. G. Trevasius, JX 802176 A. D. Walker, JX 150364 A. C. Bailey, JX 147620 W. T. Timmins.

To Chief Engineering Mechanic  
KX 90954 D. B. J. Broom, KX 97512 A. J. Carruthers, KX 84643 D. O'Leary, KX 832718 D. J. Pummell, KX 840442 J. V. Johnson, KX 105141 E. E. John, KX 90307 G. A. Broom, KX 98189 G. T. Pearce, KX 801765 N. Norman, KX 929278 A. J. Pound, KX 105018 F. Williams, KX 96108 G. F. Whyman, KX 97765 L. Black, KX 88469 B. V. Trueman, KX 799348 P. J. Mervyn, KX 736242 R. P. White, KX 580872 D. G. Rush, KX 119406 J. Roberts, KX 668999 G. W. Sharpe, KX 94299 W. Holt, KX 94044 E. Ball, KX 95946 E. M. G. T. Portman.

To Master-at-Arms  
MX 801105 N. O. E. Taylor.

To Acting Chief Engine Room Artificer  
MX 704112 R. F. Arnot, MX 703871 R. A. Woolgar, MX 703834 H. A. Key, MX 766843 D. W. Askew, MX 766853 D. Fox, MX 778197 J. H. J. Berry, MX 667767 D. T. Grantham.

To Chief Shipwright Artificer  
MX 759014 A. L. Cresdee.

To Acting Chief Ordnance Artificer  
MX 94544 F. T. Alip, MX 645765 T. C. Barrett, MX 857515 V. C. Daly, MX 834496 J. K. Leigh, MX 857569 N. G. Prior, MX 859665 V. A. Vear, MX 857786 R. Wilson, MX 857581 P. M. Ryan.

To Chief Electrician  
MX 766060 D. M. Kelly, MX 735081 R. D. Rule, MX 899768 J. Whitcher, MX 801886 F. W. C. Dawson.

To Sick Berth Chief Petty Officer  
MX 56783 E. F. B. Batchelor, MX 60216 F. W. Gardner, MX 816615 F. Gledhill.

To Stores Chief Petty Officer (V)  
MX 884537 R. J. Bradley, MX 771476 D. P. Eyles.

To Chief Petty Officer Cook (S)  
MX 876810 K. May.

To Chief Petty Officer Cook (O)  
MX 851309 H. Abernethy.

To Chief Radio Communication Supervisor  
JX 716711 R. J. Gward, JX 581772 R. W. F. Rogers.

To Chief Communication Yeoman  
JX 802671 R. Dixon.

To Chief Wren  
15305 H. L. Cheshire.

To Acting Chief Aircraft Artificer (AF)  
L/FX669866 D. Mitchell, L/FX668462 S. G. Smith.

To Acting Chief Electrical Artificer (Air)  
L/FX855621 D. S. Taylor.

To Acting Chief Electrical Mechanician (Air)  
L/FX513084 H. G. Brice.

To Chief Radio Electrician (Air)  
L/FX860492 J. F. Edington.

(Continued from column 2)

if they are involved in an accident. Unless someone is hurt, or there is a definite case of dangerous driving or drunkenness, provided you have satisfactorily exchanged names and addresses it is quite unnecessary to call the police. In fact, if you do they are quite likely to be rude to you for wasting their time.

### MOTTO

It is the overtakers who provide work for the undertakers.  
A. E. MARSH

The Commander-in-Chief Home Fleet, Admiral Sir Wilfrid J. W. Woods, in H.M.S. Tyne, H.M.S. Gambia and four other warships visited Rotterdam from November 21 to 26.

### SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, NAVY NEWS, R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion and Hartland Point.

### H.M.S. LEOPARD

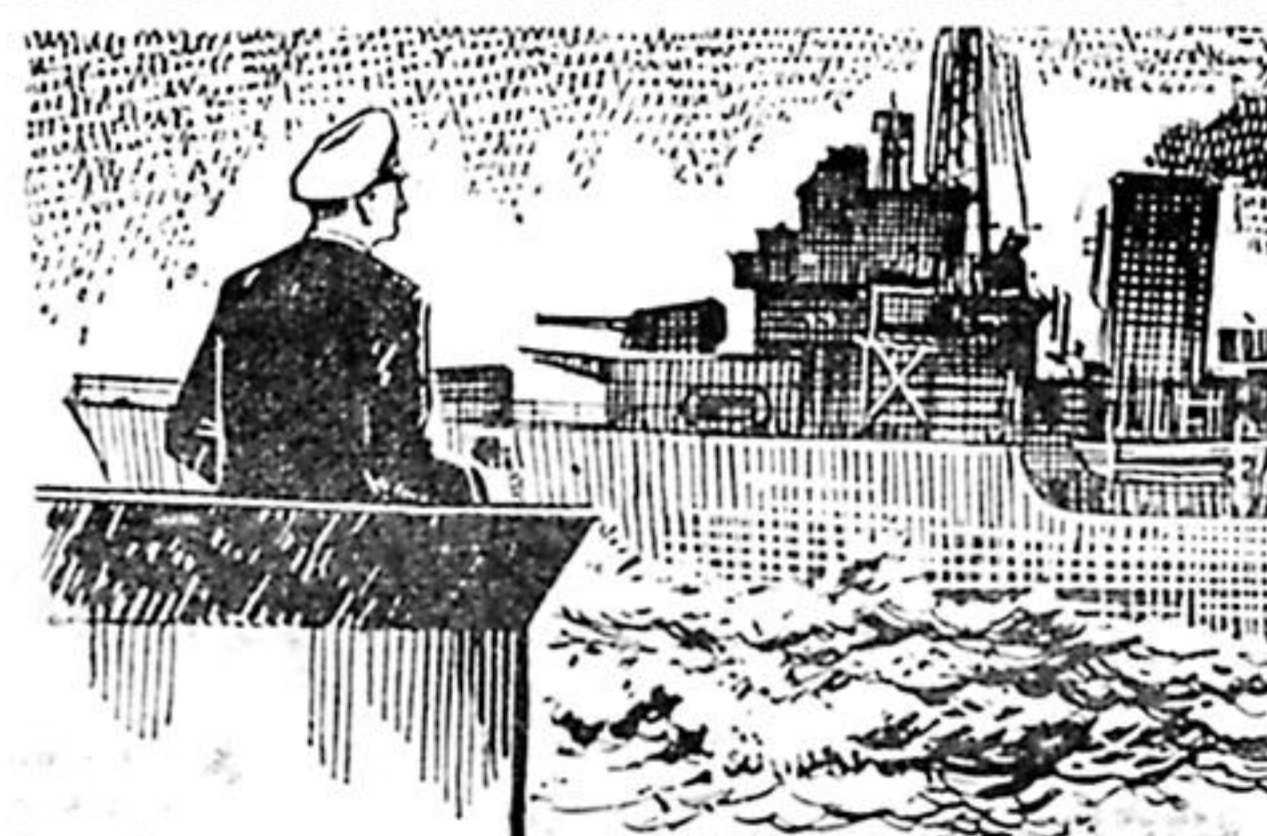
H.M.S. Leopard, name ship of the "Big Cat" Anti-Aircraft Frigates, (the others are Jaguar, Lynx and Puma), was built in H.M. Dockyard, Portsmouth, being launched in May, 1955 and completing in September, 1958.

The ship's displacement is 2,250 tons standard; she is 340 ft. (o.a.) in length and her beam is 40 ft. She carries four 4.5 in. guns in two twin turrets and two 40 mm. Bofors. It is possible that the secondary armament may be replaced by "Seacat" surface-to-air guided missiles.

Complement is 195 to 205.

These ships are designed primarily for the protection of convoys against aircraft but they are designed also to serve as a medium type of destroyer in offensive operations.

Of all-welded construction the Leopard class are fine, comfortable and capable ships.



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### NOTICES



"—and hunger not of the belly kind that's  
Banished with bacon and beans,  
But the gnawing hunger of men for  
A home and all that it means."  
(APOLOGIES TO THE LATE DAN MCGREW)

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was the principal ed that he had for- his tobacco with him. Superior (from Lanca- the cause of her fort, dispatched a sister tobaccoist, and in no tin of tobacco and 30 rialised.

e beginning of a very rnoon which, for the ties of H.M. Ships rington and Chawton, ight of their three-day ein

### JD AT MEMORIAL

l by 50 officers and the Burmese Naval mander, the Senior Minesweeping Squad- der R. W. Halliday, (Navy) laid a wreath at yat War Memorial. On a former Japanese

### 2,500 VISITORS

All six minesweepers later visited Rangoon. The Burma Navy had clearly been looking forward to the visit and made many arrangements to entertain the visiting ships. Over 2,500 of the inhabitants visited the ships in a single afternoon and many more had to be turned away. H.M. Charge d'Affaires gave a reception for officers, chief petty officers and petty officers on the Embassy lawn.

On leaving Rangoon the ships gave a demonstration of minesweeping for the benefit of Burma Navy officers. Before they left, the Burma Navy presented them with a magnificent silver dinner gong supported by two teak elephants to commemorate their visit. In what the Senior Officer described as rather inadequate exchange, the Burma Naval Officers' Mess were presented with replicas of the ship's crests.

### ALL

Brewers of E  
FARSONS  
in Malta, ar  
They can be en



# A good chance for the Royal Navy to help itself

## COULD SOLVE TEMPORARY ACCOMMODATION PROBLEM AT PORTSMOUTH

### *An appeal to the men of the Fleet*

THE need for temporary accommodation for naval families at Portsmouth has been apparent for many years, but taking into consideration the reduction of Chatham and the fact that over 90 per cent. of the Chatham ratings have selected Portsmouth as their Welfare Authority, the demand is bound to increase considerably in the future.

The provision of married quarters, Centralised Drafting and, of course, the reduction at Chatham, means, inevitably, that as there are no special arrangements at Portsmouth for the temporary accommodation of Families, many families arrive at Portsmouth with nowhere to live and have to spend miserable days chasing around for—almost—non-existent houses, flats or rooms.

The main sufferers from the existing lack of temporary accommodation in Portsmouth are the wives and children of "non-natives" when their husbands and fathers are at Portsmouth temporarily or in ships at Portsmouth for leave periods, refit, or on return from Foreign Service.

Take an example. A man who has had his family with him in Malta returns to England. Being a sensible person he makes arrangements for his family to return before him so that he can help them to pack and to clear up all loose ends himself after the family has left. Neither he nor his wife have families in U.K. to whom they can go and, naturally, as he has been told that he is likely to be drafted to an establishment in or near Portsmouth, or is going to be drafted to a Portsmouth based ship, he requires accommodation in that area.

#### 'SORRY — NO ROOM'

As this man is a wise and forward-thinking individual he has written to many places in and around Portsmouth

for accommodation against his family's return, but without success.

Where is his family to go? The wife, burdened with a couple (or more) young children, has to trapeze around following up advertisement after advertisement but, hearing of the children, the replies are always dishearteningly "We have no accommodation for children." Welfare organisations and so on are contacted and very temporary arrangements are made but the heart-breaking search has to go on.

How much better if the wife could have gone to a place where she knew that, at any rate, she and the children would be comfortable until permanent accommodation could be found.

This example is not made to rend your heart. It is, unhappily, happening every day. Sometimes the man is at fault, sometimes the wife is forced to act independently of her husband—there are dozens of cases every month where help is needed. But, whatever the reasons, can one wonder when the time for re-engagement comes along if the wife endeavours to persuade the husband against remaining in the service?

In order to alleviate this distress and try to meet this important need, the Management Committee of the Royal Sailors' Home Club, Fleet Street, Portsmouth, under the Chairmanship of the Commodore, R.N. Barracks, Portsmouth, is prepared to undertake the task of building and running a

Family Annexe to the Club, provided that the necessary capital can be raised to build, equip and furnish such an Annexe.

The subsequent running and maintenance of the Annexe is considered to be a practical proposition.

#### APPEAL TO THE FLEET

As public funds cannot be used for such a purpose an appeal is being made to the Fleet. Commanders-in-Chief and Flag Officers are being requested to lend their encouragement and support to the proposal and Commanding Officers are being requested to bring the appeal to the notice of Welfare Committees.

It must be many years since such an appeal was made to the Fleet and this present one merits the consideration and help of every man. There is not a man in the Navy today who might not find himself in want of such temporary accommodation unless it be a man with his own house in Portsmouth who is in his last couple of years in the service. Those who are now furthest away from Portsmouth may be the first to benefit from it.

Although public funds cannot be used for the proposed Annexe the Trustees of the Naval Central Fund have undertaken to provide £30,000 from the Naval Central Fund, provided the remainder of the necessary capital has been guaranteed. In the early stages Establishments in the Portsmouth Command were approached and have contributed, or promised, £9,070 to date and the Royal Sailors' Home Club has contributed a further £2,500 to the project. Thus a total of £41,570 is already available.

#### HOW MUCH IS REQUIRED

How much more is required? Two schemes have been prepared — one, to provide 88 beds would cost £64,950 and the second, to provide 64 beds would cost £52,400. To proceed with the larger scheme (it differs from the smaller only in that it would have a fourth storey consisting entirely of cabins) a further £23,380 is required and for the smaller one the requirement is £10,830.

The 88-bed scheme is the more desirable, not only because of the greater accommodation it would provide, but also because it would be more economical, since it would require no more administrative work and would cost little more to run than the 64-bed scheme.

In both schemes there would be a lounge, a restaurant (equipped with high chairs) and a children's playroom. There would also be an outdoor playground with sand-pit, swings, etc.

The present facilities of the club — restaurant, own bar facilities, television room, billiards room, telephone kiosks, hair-dressing salon, bookstall, tailor's shop etc. — all would be available to the Annexe.

#### ACCOMMODATION CHARGES

As stated above the Management Committee considers the running and maintenance of such an Annexe to be a practical proposition, but the accommodation charges are considered to be most reasonable. They would be approximately 6s. 6d. per night for each adult and half price for children 4-12 years of age. There would be no charge for 3-year-olds and under for whom cots would be provided in the parents' room, except for a small laundry charge if Club bed-linen was used.

Since the idea of an Annexe with first mooted building costs have risen and as there is no guarantee that costs will not rise further, and if the Annexe is to be a success and ready for use the earliest possible date, it is essential that contributions or undertakings should be sent without delay.

Individuals, as well as ships at establishments, are urged to give their

(Continued in column 4)



THE COMPLEMENT OF PEMBROKE HOUSE, GILLINGHAM WHICH IS ADMINISTERED BY THE ROYAL NAVAL BENEVOLENT TRUST FOR THE BENEFIT OF AGED EX-NAVAL MEN, SEND GREETINGS THROUGH THE "NAVY NEWS" TO ALL NAVAL MEN WHEREVER THEY ARE, FOR A HAPPY AND CONTENTED YEAR.

(Continued from column 3)

appeal every consideration. NAVY NEWS is convinced of the need for such temporary accommodation and, knowing how generous the Navy can be, feels sure that the necessary cash will be forthcoming.

#### EARLY ACTION

Actual contributions should be forwarded to the Manager, National Provincial Bank, The Hard, Portsea, and made payable to The Royal Sailors' Home Club (Annexe Fund).

Written undertakings to make a donation should be forwarded to the Commodore, R.N. Barracks, Portsmouth, and in order that the Management Committee can decide which scheme can be afforded, the Chairman of the Committee asks that either contributions or undertakings should be sent before February 15.

The actual building of the Annexe would, it is estimated, take a year and all contributions would therefore be required by the middle of 1962 — at the latest.

(See Editorial on page 2)

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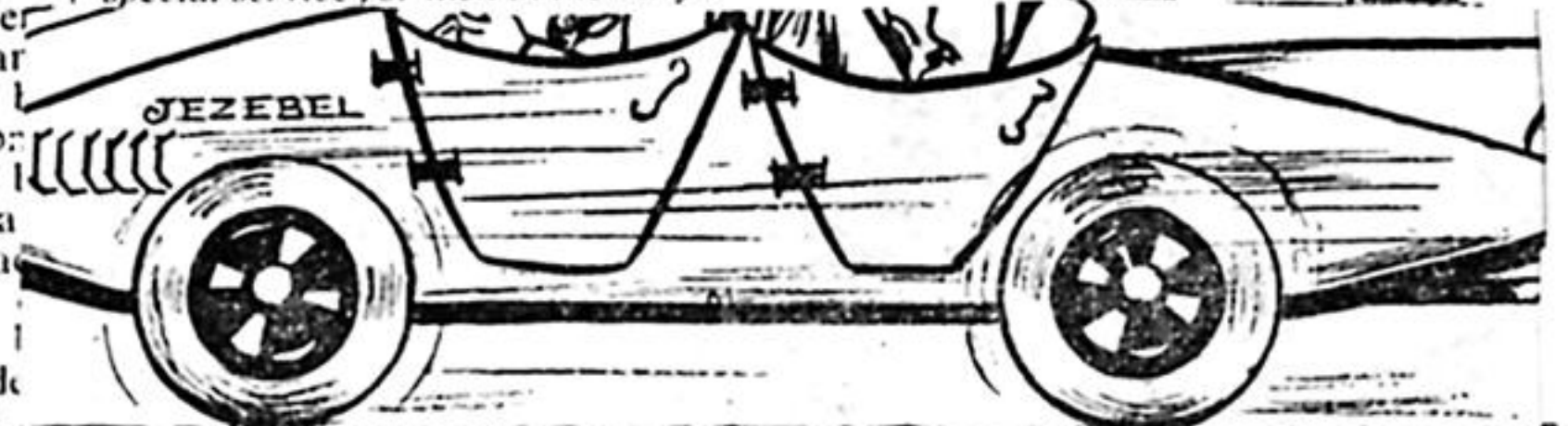
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# NEPTUNE'S SCRAPBOOK



Admiral Sir Alexander Bingley, at present the Commander-in-Chief, Mediterranean, is to relieve Admiral Sir Manley Power as Commander-in-Chief, Portsmouth, next October.

Vice-Admiral Sir Deric Holland-Martin, the Flag Officer Air (Home), is to become the Commander-in-Chief, Mediterranean. He will relieve Admiral Sir Alexander Bingley in June next.

The New Year Honours List included the following:

## K.C.B. (Military)

Vice-Admiral Laurence George Durlacher; Vice-Admiral Sir St. John Reginald Joseph Tyrwhitt.

## K.B.E. (Military)

Vice-Admiral William Godfrey Crawford; Vice-Admiral John Strike Lancaster.

## C.B. (Military)

Major-General M. C. Cartwright-Taylor; Rear-Admirals N. E. Denning, H. C. Hogger, C. H. Hutchinson; Surgeon Rear-Admirals W. P. E. McIntyre, G. Phillips; Rear-Admirals R. E. Portlock, P. F. Powlett, R. M. Smeeton, R. E. Washbourn.

## C.V.O.

Commander C. Buist.

## C.B.E. (Military)

Captains M. L. Hardie, R. E. Hutchins; Instructor Captain A. E. Johnston; Miss H. Moore, Q.A.R.N.N.S.; Captain W. R. J. Redman; Colonel N. C. Ries; Captains W. A. Steward, R. S. Tufnell.

## O.B.E. (Military)

Colonel F. C. Barton; Commanders A. D. Carver, J. G. Coker, E. H. Davies, J. A. F. Clark; Rev. G. K. Giggall; Commanders R. W. Hancock, C. A. Johnson, M. E. Lashmore; Temp. Lieutenant-Commander (S.C.C.) E. G. Merredew; Surgeon Commander (D) F. A. Pearce; Surgeon Lieutenant-Commander J. S. P. Rawlins; Instructor Commander T. R. Smart; Commander J. H. Taylor; Captain S. Thomas.

## M.B.E. (Military)

Instructor Lieutenant-Commander A. H. C. Brister; Captain A. G. Brown; Lieutenant-Commanders G. B. Claxton, J. G. Corbett, A. T. J. Diboll, D. W. F. Elliott, W. G. Endean, A. J. Hinkley, E. L. Kelland, G. G. E. Lewis, N. G. Parkinson, G. Rosie, L. R. Tivy and R. W. Walton.

## Royal Red Cross

Member (1st Class), Miss E. J. McKay, Q.A.R.N.N.S.

THE provisional promotions announced by the Admiralty on June 30 ("Navy News"—July), have been confirmed.

The following provisional selections have been made for promotion to date, June 30, 1961:

## GENERAL LIST

Seaman Specialists.—Cdr. to Capt.: D. V. M. Morgan, E. G. Brown, P. R. C. Higham, M. N. Lucey, C. B. H. Wake-Walker, R. F. Plunge, T. L. Martin, R. C. C. Greenlee, P. S. Beale, C. B. Fetherston-Dilke, J. A. Templeton-Cotill.

Lieut.-Cdr. to Cdr.: J. P. Hollis, W. H. M. Mackilligan, D. J. Farquharson, G. J. R. Elgar, W. E. B. Godsal, F. N. Buckler, John de Beaufort-Suchlick, R. D. Franklin, J. R. Grindle, A. A. Davies, R. A. Hoskyn, M. O. Taylor, J. N. Underhill, A. J. Leahy, P. W. Buchanan, B. M. Tobey, T. C. Evans, G. V. Temple, M. C. M. Mansergh, D. T. McKeown, M. A. Higgs, W. J. Carter, Reginald Jones, A. J. Cooke, M. la T. Wemyss.

Engineer Specialists.—Cdr. to Capt.: R. H. Webber, K. R. Hickson, J. E. Dyer-Smith, F. T. Healy, A. C. W. Wilson.

Lieut.-Cdr. to Cdr.: E. D. Bennett, R. W. Barrett, R. K. Midgley, R. N. Presley, D. W. G. Robotham, P. F. Martin, C. M. Little, G. M. Cornish, C. R. Heaton, E. B. Gaskin, N. S. Stewart, R. A. H. Dring, Derek O'Hara.

Supply and Secretariat Specialists.—Cdr. to Capt.: R. P. Peter, J. P. K. Harkness, C. C. H. Dunlop.

Lieut.-Cdr. to Cdr.: R. W. Harris, D. A. A. Willis, D. O. O'Leary, C. L. Johnstone-Burt, J. P. Grimwood, P. M. C. Vincent.

Electrical Specialists.—Cdr. to Capt.: A. F. Caswell, H. R. Wykeham-Martin.

Lieut.-Cdr. to Cdr.: R. F. Burvill, G. W. K. Whitaker, R. J. Record, H. A. Minns, D. E. Fletcher, R. W. Nickson, G. C. Chapman, G. E. Shannon.

Instructor Branch.—Instr. Cdr. to Instr. Capt.: J. R. Thorpe.

Instr. Lieut.-Cdr. to Instr. Cdr.: J. E. Taylor, R. K. Alcock, Joseph Merritt.

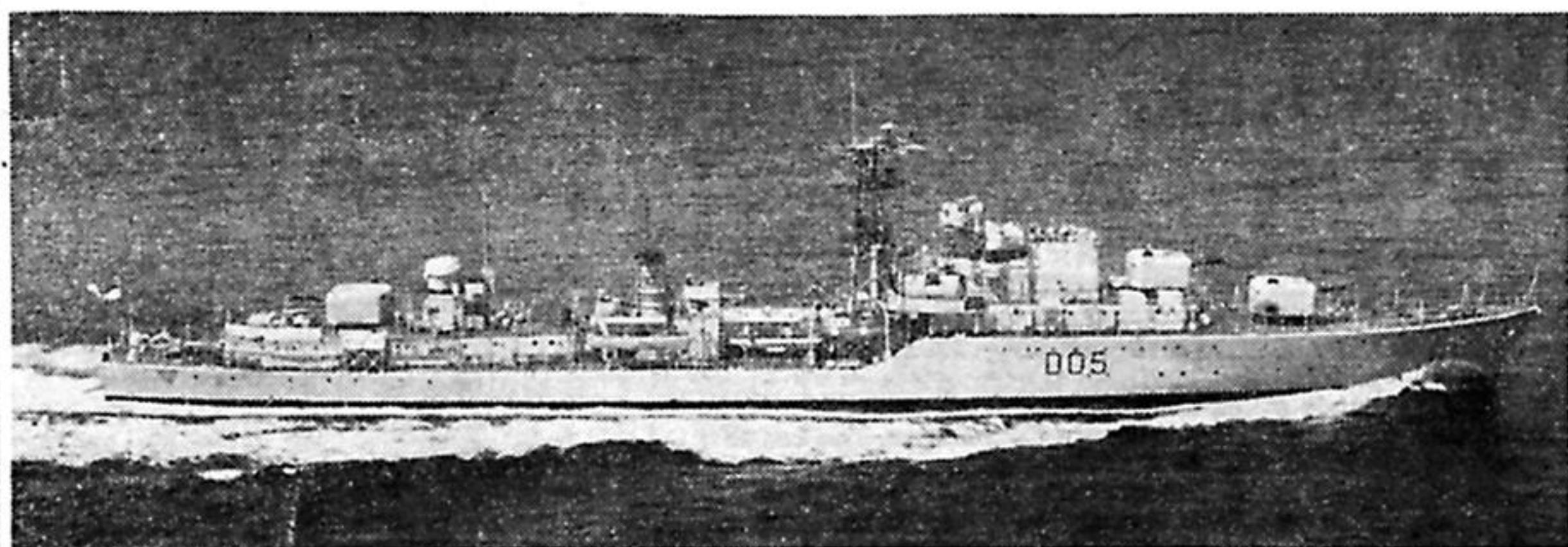
Medical Branch.—Surge. Cdr. to Surge. Capt.: R. M. Latta, Patrick O'Brien, E. B. Martin.

Surge. Lieut.-Cdr. to Surge. Cdr.: R. B. Slater, P. D. G. Pugh, J. S. P. Rawlins, P. J. Preston.

Royal Marines.—Lieut.-Colonel to Colonel: F. N. Grant, D. B. Drysdale.

Major to Lieut.-Colonel: R. W. O. Collis, B. I. S. Gourlay, R. P. Carter.

The following promotions have been made to date, December 31, 1960:



H.M.S. Daring, leader of the Second Destroyer Squadron

# HARD WORK — AND PLAY

## Second Destroyer Squadron pays off after steaming more than 350,000 miles

TWO years of much sea time and a wide variety of ports visited has set the tone for the ships of the Second Destroyer Squadron who are now paying off after a General Service Commission in the Mediterranean and at home. The ships commissioned in early 1959 and, after working up at Portland, joined the Mediterranean Fleet in the summer of that year. They arrived in the United Kingdom to join the Home Fleet on April 1, 1960.

This commission of the Second Destroyer Squadron must surely rank as one of the most varied for some years. Their activities have extended from Izmir in the east to Iceland in the west and from Helsinki in the north to Tripoli in the south. Over 20 patrols off Cyprus and Iceland have been carried out. More than 350,000 miles have been steamed by the squadron and operational and goodwill visits were made to 40 ports in 21 countries.

In the British Isles, apart from giving leave from Portsmouth, Devonport and Chatham, ships of the squadron have visited Aberdeen, Campbelltown, Cowes, Greenock, Invergordon, Liverpool, Londonderry, Newport (Mon.), Rosyth, Rothesay and Wallasey.

## H.M.S. DARING

H.M.S. Daring, the leader (Capt. C. P. Mills, C.B.E., D.S.C., R.N.), steamed more miles in the last three months than in the first year of her first commission. Of the 23 foreign ports visited, Palma, Majorca was voted the best run ashore, with Bremen coming a close second. One member of the ship's company is reputed to have drunk over 100 barrels of beer in the course of the commission. H.M.S. Daring took part in many exercises, both N.A.T.O. and national, and steamed many of her 64,000 miles on

Iceland and Cyprus patrols; 281 days, or nine months, have been spent at sea.

## H.M.S. DAINTY

H.M.S. Dainty (Capt. J. G. Wells, D.S.C., R.N.), a Portsmouth-based ship, was guard ship at Cowes this year and after steaming 58,000 miles this commission ended up with a very popular visit to Hamburg; over 9,000 aspirins and 5,000 codeines have been swallowed by the ship's company. Winner of two of the Mediterranean Fleet gunnery competitions, she has had her share of exercises and practices.

## H.M.S. DELIGHT

H.M.S. Delight (Capt. P. G. C. Dickens, D.S.O., M.B.E., D.S.C., R.N.), achieved a squadron record by operating her Asdics for 1,215 hours. Like other ships of the squadron a number of these hours were during the big N.A.T.O. exercise Fallex which took her well into the Arctic Circle above Norway. She was no stranger to these waters as a lot of her time was spent on Iceland patrol; these patrols contributing considerably to the 62,000 miles steamed during the commission.

Nineteen foreign ports were visited, one of the final ones being Wilhelmshaven where a firm entente was struck with the West German

Navy. H.M.S. Delight pays off in Devonport.

## H.M.S. DEFENDER

H.M.S. Defender (Capt. G. H. Carew-Hunt, R.N.), a Chatham-based ship, has steamed an even greater mileage than H.M.S. Delight and spent 295 days at sea, in the course of which 60 replenishments were carried out.

Not all the time was spent at sea, however, and 31 different places were visited, one of the most popular being Hamburg. Four visits in the last month made a fitting end to a very active commission.

## H.M.S. CROSSBOW

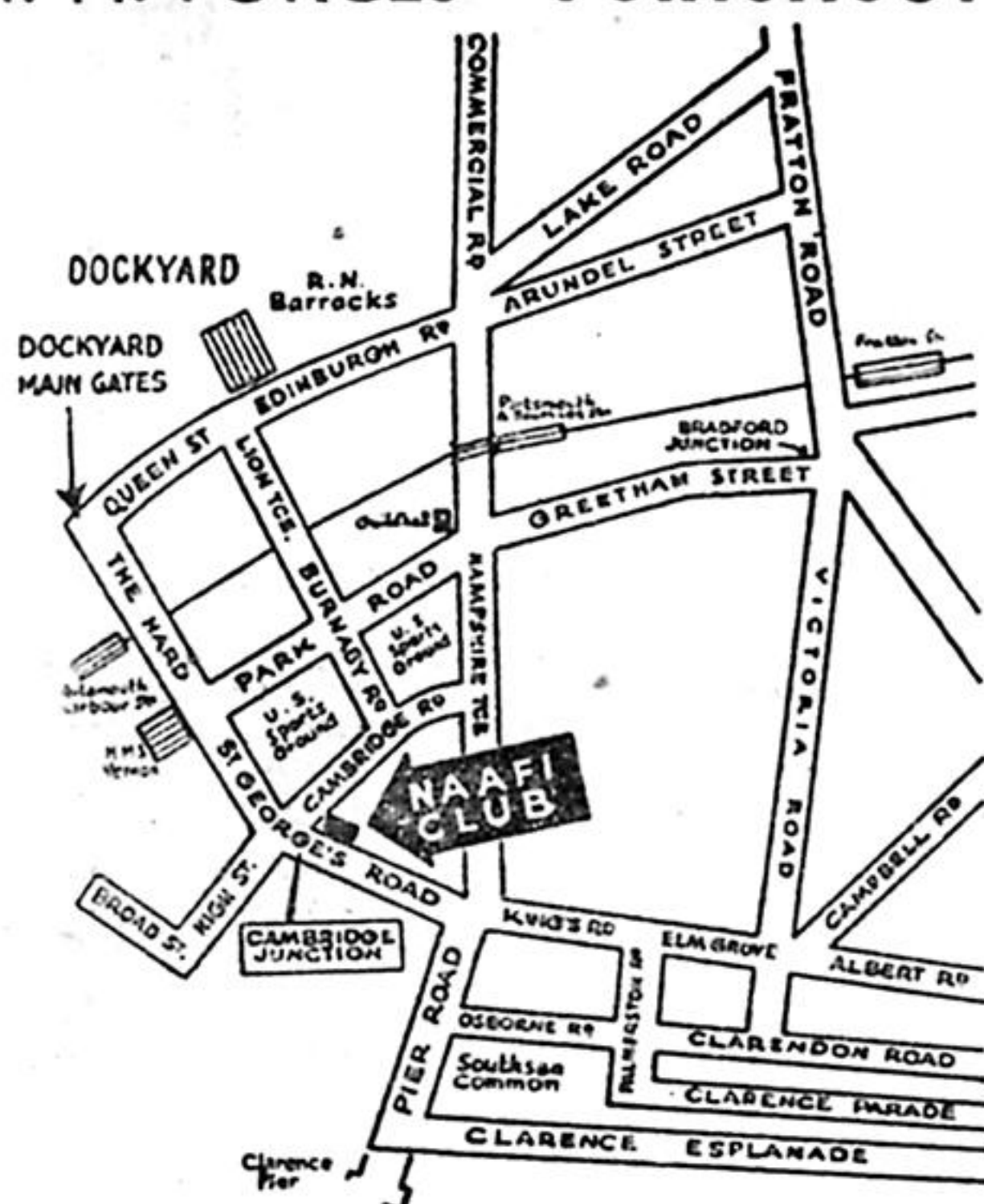
H.M.S. Crossbow (Cdr. D. Hay, R.N.), in spite of a rather shorter commission than the Darings yet spent 257 days at sea. She made many friends, chiefly of her own sex, in the 13 countries that she visited, and in the many N.A.T.O. and other exercises claims to have sunk 51 imaginary submarines. She fired over 4,000 projectiles, some to such good effect as to win the Mediterranean Fleet A.A. Trophy with them. Not content with being only sailors she also won the Platoon Competition. H.M.S. Crossbow, after paying off at Chatham, is joining the 5th Destroyer Squadron.

## H.M.S. BATTLEAXE

H.M.S. Battleaxe (Cdr. J. E. Maidwell, R.N.), the other Air Direction destroyer in the squadron, travelled over 20,000 miles in the last six months of her commission, many of them in Iceland waters. Over half a million meals were served by her supply and secretariat staff, 110,000 eggs with them. Nine targets were shot down by the gunners and the Asdics pinged 600,000 times. H.M.S. Battleaxe, a Pompey ship, also joins the 5th Destroyer Squadron for another General Service Commission.

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## How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172\* a year when I retire from civilian work at 65.

\* For members of the W.R.N.S. the Pension is £149 a year



Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.

— Send this coupon to 246 Bishopsgate, London, E.C.2 —

Please send full details of the Progressive Savings Scheme

Name.....

Address.....

Age or Rank..... Age next birthday.....



# H.M.S. Bermuda was present at the birth of a nation

## SIX WEEKS TO REACH GIB.

H.M.S. Bermuda sailed from Devonport on September 16 for the Mediterranean leg of her General Service Commission. The fact that the ship took nearly six weeks to reach the Mediterranean, and went there via the west coast of Africa, was not due to bad navigation, but because the first foreign commitment was to attend the Nigerian Independence Celebrations.

Some of the six members of the Nigerian Community in London, who were guests of the ship for the trip, donned their most colourful robes as soon as the ship reached warmer climes. The eight days from Devonport to Freetown passed quickly with normal activities including potted sports, tug-of-war, judo, pistol shooting and for the more energetic—circuit training.

Freetown was reached on September 24 and the 12 hours in harbour were devoted to swimming, some sight-seeing and a gruelling drill period for the Lagos Royal Guard.

### JACKSTAY TRANSFER

Bermuda left Freetown after dark and steamed on down the west coast of Africa, and in the early hours of September 27, heavily disguised as an illegal diamond smuggler, she carried out a night encounter exercise with the Lynx and Puma.

After sunrise on the same day, the Commander-in-Chief, South Atlantic and South America station, Vice-Admiral Sir Dymock Watson, K.C.B., C.B.E., transferred to the ship from Lynx by jackstay. The Lynx and Puma then departed for Port Harcourt and Bermuda proceeded to Lagos.

The ship arrived at Lagos early in the morning of September 28 and secured to hand and stern buoys in the harbour, practically opposite the centre of the town. H.M.C.S. Columbia was secured to buoys astern, the flagship of the Royal Nigerian Navy. H.M.N.S. Nigeria, was alongside the jetty quite close, and the two Inshore Minesweepers of the Ghana Navy were berthed alongside Bermuda's port side.

The first day at Lagos was marked by a large number of official calls and

a reception held onboard in the evening, which was practically washed out by a torrential downpour. It rained heavily from about 5 o'clock in the evening to about 7.30 and wrecked a large amount of the decorations in the streets of Lagos as well as cancelling the rehearsal of the Searchlight Tattoo, in which Bermuda's guard of 100 strong was taking part.

### JUJU MAN'S SUCCESS

Later on it was learned that the Oba of Lagos had paid a large sum of money to the Ju-Ju men to keep the rain at bay during the Independence Celebrations, and it must be admitted that this form of insurance worked like a charm for the remainder of the visit!

During the second day of the visit there was a National Pageant on the racecourse, more official calls, the ship was opened to visits of school children, the rehearsal of the Searchlight Tattoo took place and parties from the ship went on trips to Mobil Oil Refinery, Lever Brothers and a Nigerian brewery. The third day brought more tours as on the first two days, and in the evening the Searchlight Tattoo was held. This tattoo was one of the biggest events ever held at Lagos, and deserves special mention because the raising of the National Flag at the end of the tattoo marked the birth of Nigeria as an independent country.

The tattoo started at 10.30 at night with the arrival of H.R.H. The Princess Alexandra of Kent; and for the first hour consisted of various events very similar to those of the Royal Tournament, performed by the Royal Nigerian Navy, the Nigerian Army,



Vice-Admiral Sir Dymock Watson and the Chief Justice of the Nigerian Federal Supreme Court.

the Nigerian Police and massed bands of the Nigerian Army and the Royal Marines. The last act before the finale was a splendid mock battle with infantry, armoured cars and 25-pounders and an unlimited amount of thunderflashes and blank ammunition, which thrilled the vast crowd of 20,000 or so who were watching.

Shortly before midnight the finale started with the entry of the four Guards of Honour, each 100 strong, which were provided by the Royal Nigerian Navy, the Nigerian Army, the Nigerian Police and H.M.S. Bermuda. The Guards of Honour marched across the arena and formed up opposite each other on two sides of a square in front of the Royal Box. At the same time, the third side of the square was formed with the massed bands and smaller guards of honour from the Royal Canadian Navy, the British Army, the Ghana Army, and the Rhodesian Army, while in the rear of them the performers from the earlier events in the tattoo were massed.

### MOVING CEREMONY

In the centre of the hollow square there was a flagstaff flying the Union Flag, and just before midnight the simple but very moving ceremony of lowering the British flag and hoisting the Nigerian national flag started with short prayers said by representatives of the Anglican, Roman Catholic and Muslim Churches.

The Union flag was then struck to the strains of the National Anthem, and on the stroke of midnight the Nigerian National flag was raised as the Nigerian National Anthem was played, and the vast crowd cheered.

The next day was a public holiday, and the Independence Ceremony, at which H.R.H. Princess Alexandra represented Her Majesty The Queen, was held during the forenoon. In the evening the Nigerian Exhibition was opened by the Prime Minister of Nigeria, and Bermuda's Royal Marine detachment put on a display of arms drill.

Sunday brought an aerobatic display by the R.A.F., immediately followed by a water regatta which included races for racing and war canoes—both very spectacular, colourful and noisy events. There was also a pulling race between two of Bermuda's whalers and H.M.N.S. Nigeria's whaler in which the ship's company just beat the wardroom and Nigeria's whaler came in third. After the regatta had finished, Princess Alexandra steamed round the ship in her launch on her way back to Government House.

Monday was a fairly quiet day in which the ship's 1st XI soccer team played a local Railway Institute and were beaten 2 goals to 7. The opportunity was also taken to send a banyan party to the beach in the "African Queen," a splendid veteran creek mail

over the stern, which was lent to Bermuda for ferrying people to and from the shore. Before sailing the next day, the Captain, Captain A. D. Robin, D.S.C., R.N., presented an engraved telescope on behalf of the Royal Navy

## NAVY MEN REACH TOP

A CLIMBING party landed by helicopter from H.M.S. Protector, the Royal Navy's ice-patrol ship in the Antarctic, has attempted to scale the hitherto unclimbed Mount Paget, highest mountain in South Georgia. Two previous expeditions have failed to get within ten miles of the mountain because of the difficult surrounding terrain.

The Protector's expedition put ashore in December and consisting of a Naval officer and 14 Royal Marine other ranks under the leadership of Captain V. N. Stevenson, R.M., of Plymouth, made their landing at Cape Durnley on the south west coast of South Georgia about ten miles from Mount Paget.

Reports reaching the Admiralty stated that after three days difficult climbing over heavily creviced and glacial territory, an assault party consisting of Captain Stevenson, Lieut.-Cdr. M. K. Burley, R.N., of Kensington, and Cpl. Beverley Todd, of Durham, succeeded last Tuesday in scaling the west peak of Mount Paget, a height of 9,565 ft. where a Union flag was erected on a ski-stick.

The team descended some 2,000 ft. the same evening and after spending the night in a pit dug in the snow rejoined the remainder of the expedition the following morning.

When the whole party re-embarked by helicopter in H.M.S. Protector, commanded by Capt. D. N. Forbes, D.S.C., R.N., they were welcomed on board by His Excellency the Governor of the Falkland Islands Sir Edwin Arrowsmith, K.C.M.G.

H.M.S. Protector is the guardship of the Falkland Islands Dependencies and in this role co-operates closely with the "fleet" of the Falkland Islands Dependencies Survey (F.I.D.S.)—the Royal Research Ships John Biscoe and Shackleton. The survey maintains Britain's Antarctic bases on the mainland of Graham Land and near-by islands, and at Halley Bay (Coats Land).



H.M.S. Bermuda open to visitors at Funchal, Madeira

steamer complete with thunderbox to the Prime Minister, Sir Abubakar Tafawa Balewa.

On October 4 H.M.S. Bermuda sailed from Lagos and arrived at Victoria, South Cameroons two days later. Victoria is one of the two ports of the South Cameroons, an ex-German colony which has been administered by Great Britain since the first world war, and next year is due to decide, by plebiscite, whether to become part of Nigeria or to join with its other neighbour, the Cameroons Republic.

### BANANAS AND RAIN

Bananas, and the heaviest annual rainfall in the world are the two most notable aspects of the country, but in spite of the rain it was found that the weather was far more bearable than that at Lagos, especially at Beua, the administrative centre, which is 25 miles inland and 5,000 feet above sea level.

The local British residents were most kind, and really put themselves out to entertain the visitors in their homes and at their club.

Activities onboard were confined to an "open to visitors," a reception and a demonstration for the Prime Minister, who was obviously highly delighted in his tour round the ship in which he saw foam making, bofors breakup firing and firings of the Royal Marines' small arms. He obviously learnt a thing or two, because during the reception on the quarterdeck that evening he was discovered giving a

quick lecture to his wife on the workings of a 6in. Mk. 23 turret!

Funchal, Madeira, was reached on October 19 and four very pleasant quiet days were spent in this rather beautiful island. The 1st XI soccer team took on the local Maritimo Club, but became rather perplexed by the locals who kept producing reserves on the field, and consequently lost 2 goals to 7. The ship sailed from Madeira on October 23, piled high with wicker chairs and baskets, one of the chief exports of the island, and arrived at Gibraltar two days later.

### TIGER RELIEVED

Here Bermuda took over from Tiger who was homeward bound, and on October 26 hoisted the flag of Rear Admiral D. P. Dreyer, C.B., C.B.E., D.S.C., the Flag Officer Flotillas Mediterranean.

The following day Bermuda sailed for Oran in Algeria, arriving there on October 28. It poured with rain during the first day, but bucked up after that and those on board had a taste of some nice sunny North African weather. The French Naval Base is a most impressive modern one, and is still under construction; while the town of Oran is also extremely modern with a large number of skyscrapers and brand new buildings.

On November 2 the ship sailed for Malta, being played out of harbour by a very large and impressive band of the Foreign Legion, who came down to see us off.



## What we want is WATNEYS

BROWN ALE: more people drink Watneys than any other.

DAIRYMAID STOUT: sweet, satisfying, inexpensive.

HAMMERTON STOUT: brewed with oatmeal and glucose for zest.

PALE ALE: bright, clear, very refreshing.

DRAUGHT RED BARREL: the bitter you can trust.



# The Dartmouth Training Squadron visits Spain

## 'MURDERS MOST FOUL' HELP TO PASS TIME ON ICELANDIC PATROL

(BY OUR SPECIAL CORRESPONDENT)

IT now seems traditional that the Dartmouth Training Squadron slips in an Icelandic patrol between the summer and autumn cruises. Vigilant was chosen this year, but Roebuck was not idle, for she went on the Exercise "Fallex."

We in Vigilant were told by those who had been on these Icelandic patrols before that we should suffer eternal boredom up there, the weather would be awful, the food bad. In the event, it turned out much better than that. We entertained ourselves with inter-mess quizzes, a murder mystery over the S.R.E., in the successive episodes of which the coxswain was foully murdered, the petty officer cook's throat cut in ghastly fashion, the chief G.I. strangled. (If we had stayed in those parts any longer, lots more customers were on the list to go.)

Our diet was improved by the fresh fish the trawlers kept passing on board, and the weather, on the whole, was reasonable enough to allow us to eat it.

Besides, we felt we were doing a worth-while job looking after the trawlermen. Their gratitude towards us was most manifest, and they looked pleased to have us around. For our part, we came away with a hearty admiration for these fine seamen who, far from home, do a tough job cheerfully.

No one would deny he was glad to see our relief arrive, yet somehow we felt that that month in Icelandic waters had been interesting profes-

sionally and also for the way in which we had made our own fun instead of waiting for it to be made for us.

### THE MENACE OF GIB.

When the autumn cruise really began, three ships, Roebuck, Wizard and Vigilant, headed for Gibraltar. The Bay of Biscay provided some of its usual tricks, and it is always such a lovely surprise, after rough, sullen seas, suddenly to burst out into calm and sunshine off the coast of Spain.

Our families, knowing we were going to Gibraltar, gave us Christmas shopping lists as long as your arm, so we had little money to spend on ourselves, except for the odd pint. Gibraltar is a menace so far as pay packets are concerned; the shops are so attractive and there are such lovely things to buy. Many try to persuade themselves that they can shop just as well and more cheaply in U.K., but our families are inclined not to believe this when we come home empty-handed. Anyway, they are always thrilled to have something brought from abroad.

The squadron paid a visit to the Canaries last March, but then it was Tenerife. This time Las Palmas was our port of call, and a wonderful

place it is. No wonder the cruise liners come here. It is what we call a good run ashore for sailors. Drinks and taxis are cheap, the peseta is in our favour, the climate is good, the girls love us—what more can you want?

We had the loan of the local stadium for a sports day, at least a dozen teams going along to use the pitch. The British community provided the buses for a free trip for those who wanted to see the sights of the island; somebody had the forethought also to put crates of beer aboard in case we were thirsty. In all our travels, how kind these British communities prove to be towards us sailors!

### VISIT TO SEVILLE

Casablanca, a thriving port and naval base in French Morocco (just call it Morocco from now on), next entertained us for two whole days, mainly, once again, through the efforts of the British community. But we mention in the same breath the good will of several American groups here and elsewhere in our voyaging who have invited us to use their clubs and to join in their dances. Nevertheless, as was natural, our own people did most for us, particularly a bus tour of the city each day, ending with a

Moroccan lunch, couscous and all, and very savoury too.

The great event of the cruise (other than Capt. F.'s inspection of Vigilant) was to be the transit of the River Guadalquivir and the visit to Seville. With that in view, the three ships set off from Gibraltar, but only two got to Seville, for Vigilant had a partial breakdown, necessitating her return to Gibraltar. This was not entirely the tragedy it might have been, for it gave the ship's company much more time, and without so many distractions, to prepare for the inspection.

Roebuck and Wizard had to bear the brunt of the very friendly welcome this wonderful city of Seville gave to the British sailor. For a start, we were berthed alongside, right close to the busiest streets. This is an advantage when you do not have to think of boats to get back to the ship in the early hours of the morning — and things don't really start in Spain until almost midnight.

Again, drinks and taxis were cheap, the natives friendly. The full story will never be told of exactly where the sailors got themselves (those attractively, mysterious narrow Moorish streets simply invited themselves to be explored). What is certain is that we had a good time.

### THE SHERRY COUNTRY

We saw flamenco dancing and the inside of a great many Spanish pubs, but, more than that, we visited the famous Cathedral of Seville, and a few senior ratings joined in the party which was being officially greeted by the City Fathers in that loveliest of places, the Alcázar. Tourists pay lots of money to visit this splendid old Moorish palace, relic of centuries of Moorish rule in Spain, and here we were royally entertained and conducted around the remarkable Hall of the Ambassadors at no expense to ourselves.

Then there was the bus trip to Jerez, the sherry country, and that's

something we shall not soon forget. Our host was the owner of the Gonzalez y Byass bodega, and the old man (over 80 years of age) insisted on showing us around himself, a thing apparently he rarely does these days, except for the most important of visitors.

After seeing all the great barrels and tasting here and there, we sat down at a huge table in the sunshine. As this was heavily laden with bottles of sherry and plate after plate of attractive small eats which the Spanish call "tapas," we did not have to force ourselves much to get started.

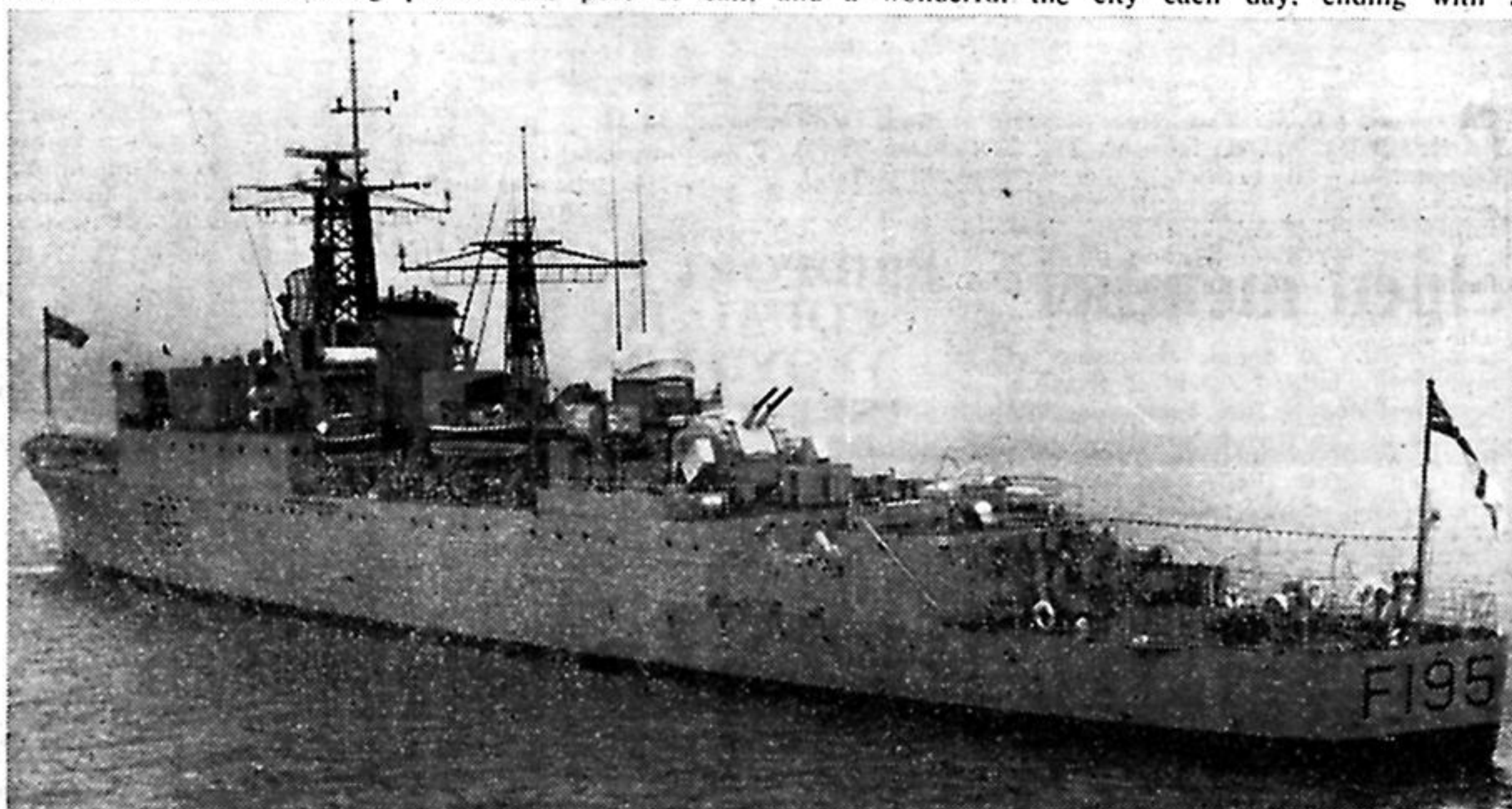
After an hour's good fellowship, everyone wanted to get on his feet to make a speech of thanks, and we left in a blaze of light. The singing on the way back in the bus was uninhibited and lusty.

Now we are home for Christmas, wearing a smug and virtuous look because of all our presents and have forgotten nobody. The Customs men even could not take the smile off our faces.

## H.M.S. PROTECTOR IN STRAITS OF MAGELLAN

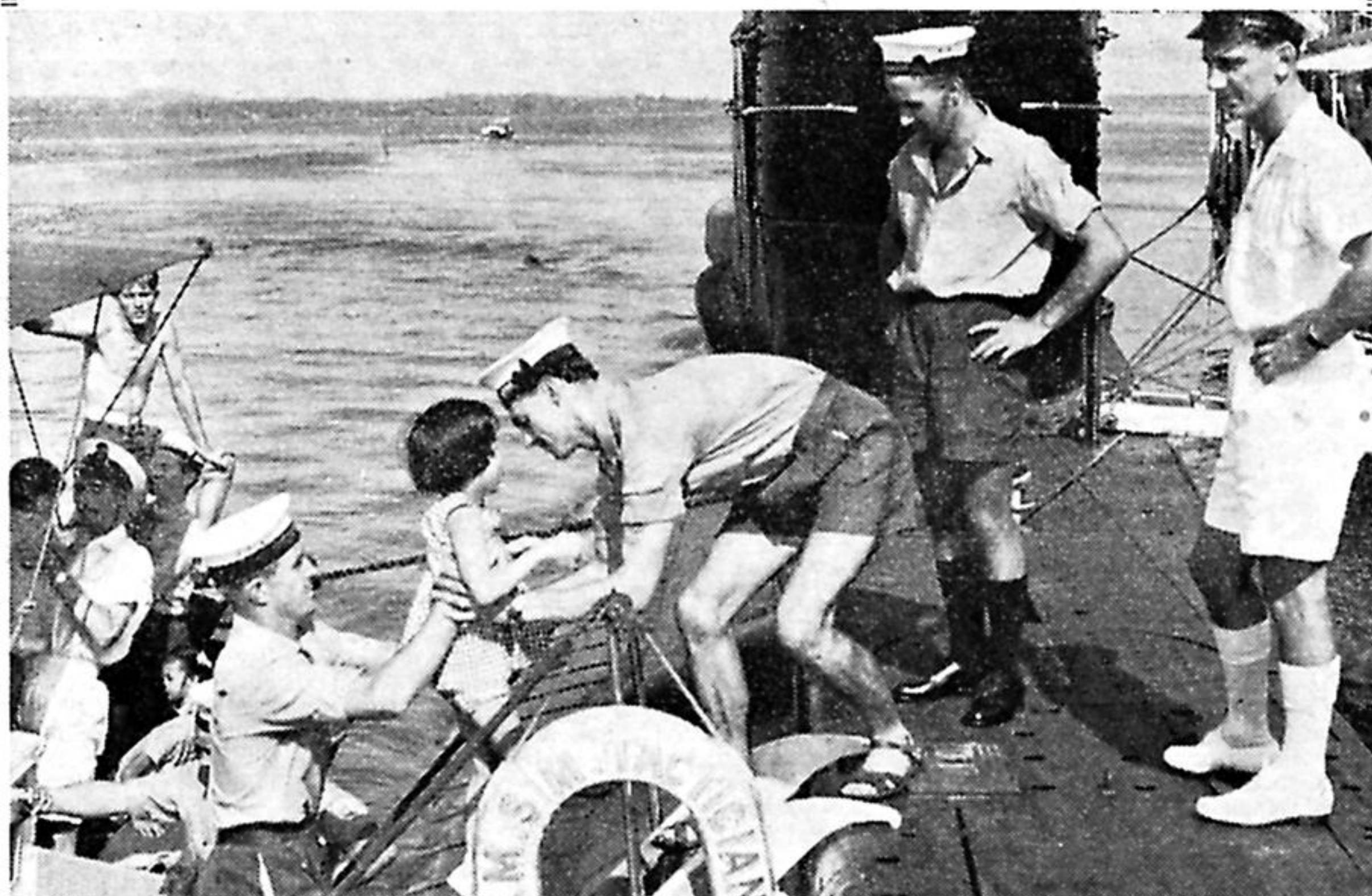
H.M.S. Protector (Capt. D. N. Forbes, D.S.C., R.N.) recently passed Port Famine, south of Punta Arenas on the Straits of Magellan. The opportunity was taken to pay tribute to the memory of Cdr. Pringle Stokes, the first Commander of H.M.S. Beagle, who died in August, 1828, from the effects of hardship incurred while surveying the western shores of Tierra Del Fuego.

The Captain, the ship's Chaplain and three officers flew from the Protector by helicopter to the grave, where a short service was held in the presence of the British Consul and Embassy officials. Capt. Forbes laid a wreath on the grave.



H.M.S. Roebuck—a fast Anti-Submarine Frigate—was built as a destroyer in 1941-43 and converted to her present classification in 1952-53

## 'CAREFUL, NOW'



Wherever H.M. ships go the men of the Royal Navy throw a party or two and, if possible, children, particularly those who are sick or crippled, are specially catered for. At this time when children's parties are being run, it is interesting to record that about 50 children from the Singapore Home for Spastic Children were entertained by men of H.M.S. Tactician. With the willing assistance of the ship's company the children, despite their handicap, managed to see the inside of the submarine and were afterwards given tea on board and a film show. The care with which their guests were treated is apparent in this photograph of Leading Seaman Dawson and M.E.1 Nye helping a crippled child over the gangway watched by E.R.A. Whiting and M.E.1 Haigh

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# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

## Thirteen years in office and never missed a meeting

NEVER having missed a meeting for 13 years unless prevented by illness or duty is the proud boast of Shipmate Lieut.-Cdr. J. L. Bates, R.N.V.R., the retiring chairman of the Croydon branch of the Royal Naval Association.

Shipmate Bates took office as chairman in February, 1948, and he has held office without a break ever since. He has also held the offices of Trustee and Publicity Officer.

In a farewell letter (as Chairman) to members of the Croydon branch, Shipmate Bates paid tribute to all the

officers with whom he has worked during the past 13 years, expressing his gratitude to the hardest workers, viz., the Treasurer, Secretary, Vice-Chairman, Welfare Officer and Standard Bearer. "All have done good work and kept your interest in the forefront. Your finances are secure and on the upward trend, thanks to their efforts" he writes.

He also thanked all the members for the full support he has received from them over the years.

In wishing success to those about to take over control of the branch he said "In my opinion we have one of the finest branches in our Association—not in numbers but in sincerity" and he appealed to all members not in office to support the new office holders in every way.

## Cheam's good year

IN sending greetings to all branches of the Royal Naval Association, wishing them every success in 1961 and hoping that they all get plenty of new members, the Cheam and Worcester Park branch "scribe" says that 1960 has been a pretty successful year.

Financially the branch has been able to keep up with the tide and credit is due to the able and shrewd handling of the funds by the treasurer.

Cheam likes to think it is one of the best branches in its social activities and in Shipmate Stanton the branch has a first-class social secretary—one who puts his heart into the job—with just two aims, to make social events successful socially and financially.

Meetings throughout the year have been extremely well attended no matter what the state of the weather.

The children's party was a great success and the branch were able to have a number of young guests who do not often get the chance of going to a party.

On January 14 there is to be the social and presentation night when the president presents cups to tournament winners. The Mayor, vice-president and Padre will be present. This is the night when Cheam and Worcester Park can be hosts to branches whose hospitality has been enjoyed during the year and a big attendance is expected.

The annual general meeting will take place on January 27 and the officials expect to have a full muster of shipmates.

Sevenoaks branch paid a visit to Cheam for the last dance, and, judging by the photograph, the visitors enjoyed themselves.

Dances are to be held on the last Saturday in January, February, March and April and members of the branch consider that a better half-a-crown's worth cannot be obtained.

## AREA PRESIDENT PRAISES WEAR BRANCH

### Good Financial Standing

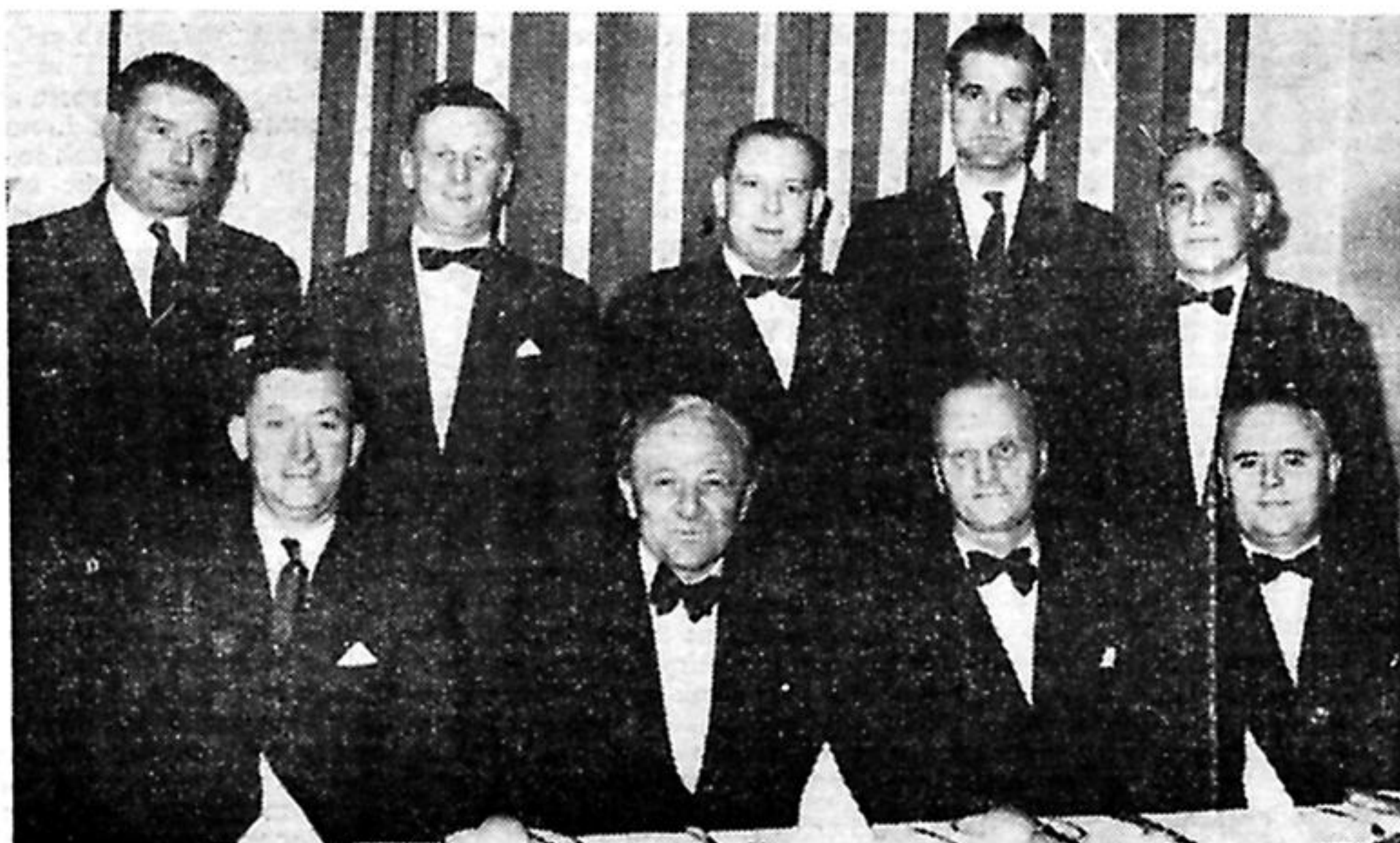
THE third annual dinner dance of the Wear (Sunderland) Branch of the Royal Naval Association was held in the Tartan Lounge of the Palatine Hotel, Sunderland, on December 2.

Among officials and guests were Rear-Admiral R. J. M. Hutton, area president; Dr. R. S. Thubron, branch president; Mr. A. Langridge, vice-president; Mr. F. Wade, national chairman; Mr. A. Johnson, branch chairman; Mr. R. Gledhill, northern area chairman; Mr. P. Clarke, area secretary; Mr. A. Edmundson, branch secretary; and Mr. R. Kirtley, treasurer. The N.E. Submariners were represented by their chairman, Mr. J. Townsend.

Tributes to the successful working of the branch were paid by Rear-Admiral Hutton and Mr. F. Wade. In particular the inspiring welfare work and the healthy membership and financial standing of the branch.

Dr. R. S. Thubron complimented the ladies' section of the branch on their efforts in organising the various events since their inauguration. He was proud of the Wear branch and of the "youthful spirit of the lower deck—always looking for a quick one" which was the spirit that had put them where they were, and which he was pleased to say, still prevailed in the branch.

Chairman Andy Johnson in claiming the Wear Branch one of the most progressive in the R.N.A., appealed to members to stand by their motto and to continue to take an active interest in the branch in an endeavour to make it the "flagship" of the Association.



Dinner Dance at Wear—Front row: Mr. F. Wade, Rear-Admiral Hutton, Dr. Thubron and Mr. R. Gledhill. Back row: Mr. R. Kirtley, Mr. A. Johnson, Mr. G. Gibson, Mr. A. Langridge and Mr. A. Edmundson.—(By courtesy of the "Sunderland Echo.")

### IN LIGHTER VEIN

Could it be "One-Eye" who said he couldn't see his way clear to sit with the top table "Zombies?"

And what connection with this had the note passed to the chairman, which, when intercepted by the president, read: "Trade you our duff for your tot.—Signed Hoot, Jumper and One-Eye."

## Quick work helped member-sick in Canada

AN outstanding example of unity and comradeship which, with the

co-operation of people thousands of miles away, helped a sick member has been revealed by the London (S.W.) branch of the Royal Naval Association.

The member, who, although 67, is still actively engaged in his job in the Merchant Navy, was sick in the Queen Mary's Veterans' Hospital, Montreal, Canada. The branch secretary received a letter on November 26 saying that the member was having serious trouble with his eyes. One had almost ceased to function and an operation was necessary to save the other.

Upon receipt of this letter the branch secretary wrote to another member of the London (S.W.) branch who is now resident in Ontario asking him, if possible, to make arrangements to visit the sick shipmate and to assist him, if necessary, whilst he was in hospital.

The Ontario member rose to the occasion and with no delay wrote to the Canadian Legion in Montreal. The Legion wrote back promptly saying that the member in hospital would be visited and assisted with anything which might be necessary whilst he was a patient.

A letter has since been received from the sick shipmate stating that he has had the operation by one of the finest eye surgeons in Canada and that he hopes to be out of hospital in three or four weeks' time.

A most happy conclusion to what could have been a very serious plight, so far from home, was thus reached in a matter of days—November 26 to December 13—and should confound all those who say that the Royal Naval Association is just another excuse for a "booze-up."

## Presentation to Chairman of National Council

OWING to the healthy state of the benevolent fund of the Durham Branch of the Royal Naval Association, the branch was able, over Christmas, to make gifts to elderly and infirm shipmates. Such gestures are always appreciated by the recipients.

To commemorate his fifth year in office as chairman of the national council, Shipmate Frank Wade was presented with a pewter tankard at the branch's Christmas "smoker" on December 21. The presentation was made by the president, Rear-Admiral Hutton. There is no need to mention what a success that particular function was.

## BRIDPORT NOT EQUAL TO YEOVILTON SKITTLERS

THE crew of H.M.S. Yaxham, a Portland-based inshore minesweeper, was entertained on November 17 by the members of the Bridport Branch of the Royal Naval Association. Darts, skittles and refreshments paved the way for a most enjoyable evening.

Another naval visit took place on November 26, when 18 members of the petty officers' mess of the Royal Naval Air Station, Yeovilton, visited the branch headquarters. On this occasion, four members of H.M.S. Yaxham went down to Bridport to assist in decorating the skittle alley—a most generous gesture.

On this occasion, the Bridport shipmates were "out of touch" and the petty officers won the skittle match by 21 pins. Refreshments were supplied by the hostess, after which everyone adjourned to the bar for a musical evening.



Members of Sevenoaks branch during their visit to Cheam and Worcester Park.—(Photo: "Croydon Times.")

## SUCCESSFUL NO. 11 AREA MEETING AT NEWCASTLE

THE No. 11 Area of the Royal Naval Association, (Yorks, Durham and Northumberland) held its last meeting in the Newcastle and Gateshead branch headquarters and it was a highly successful affair—36 delegates or representatives attending.

Rear-Admiral R. M. J. Hutton, president of Durham branch presided and the chairman of Newcastle and Gateshead, Shipmate R. Finch, welcomed the delegates.

Shipmate Finch stressed the need for even greater co-operation between branches and threw in the hope that when Newcastle dedicated its Standard in 1961 full support would be forthcoming from all branches.

Mesdames Anderson and Finch served tea assisted by Shipmate Robinson.

Newcastle and Gateshead branch is now going ahead with preparations for the Annual Dinner on January 30. At this stage it is not known whether the function will be a dinner/dance or just dinner but, whatever it is, there is one thing certain—it will be up to the usual Newcastle standard.

There is to be a dance, in H.M.S. Calliope again, on March 3 and the committee is very lively and active in making the necessary arrangements. Shipmate Denton is making special efforts to part members from their money.

## House purchase

A simple way to raise the initial deposit money required for buying your own house. Make out a monthly allotment for the purchase of TENTH ISSUE NATIONAL SAVINGS CERTIFICATES. Here are some examples of how your money grows by the purchase (by allotment) of

## 10th ISSUE NATIONAL SAVINGS CERTIFICATES PURCHASE PRICE 15/-

If you allot per month		£2 5s	£3	£3 15s	£4 10s	£5 5s
IN 3 YEARS	You will have bought certificates which will now be worth about ...	£83	£110	£138	£166	£193
IN 5 YEARS	You will have bought certificates which will now be worth about ...	£142	£190	£237	£284	£332
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# Able Seaman 'flies' his own insignia at masthead

## BATTLE FLAG USED AS A PILLOW

Forty years in sea-going ships

**F**ORTY-TWO years in the service; "superior" assessments as an able seaman continuously since 1923; possibly the only person still serving entitled to wear First World War medals; 12 years in one ship; AND THE ONLY RATING EVER TO "FLY" HIS OWN INSIGNIA AT THE MASTHEAD OF A SHIP—such is the proud record of A.B. W. H. Parker, now serving in H.M.S. Camperdown.

"George" Parker, a Londoner from Camberwell, joined the Navy as a boy second class in March, 1918, and completed his training in H.M.S. Impregnable at Plymouth in 1919. He is believed to be the only person still serving who is entitled to wear First World War medals. He served in the Home Fleet in coal-burning ships until 1922, the change from coal to oil being the biggest change, Parker considers, during his time in the Service.

Except for three months in 1920, when he went to Chatham to do a gunnery course, Parker has spent all his time in sea-going ships.

He joined H.M.S. Repulse in 1922 and took part in the world cruise of the Special Service Squadron, certainly one of the high-lights of his career. Parker's next foreign commission took him to China for four years, serving in H.M.S. Vindictive and H.M.S. Cumberland, returning home in 1929, when he joined the destroyer H.M.S. Tempest, his happiest commission between the wars, although they had the unenviable task of bringing back the bodies of the victims of the R.101 disaster from France.

### YORK BATTLE ENSIGN

In the early '30s, Parker spent three years in river gunboats in China and some time in battleships of the Home Fleet. He joined H.M.S. York in 1936 and was still serving in her when war broke out. When she was sunk in 1940, at the Battle of Crete, he was one of a party left onboard to man the guns, and was there for eight weeks. They were unable to get their bedding, so when the mainmast was shot down, Parker removed the battle ensign and used it as a pillow, keeping it as a souvenir until after the war when, by devious ways, it eventually found its way into the war museum in Whitehall.

After H.M.S. York was finally sunk, Parker went to Ras-el-Tin to join H.M.S. Imperial and arrived on the

jetty to see her steaming out of the harbour on the start of what was to be her last patrol. Parker was sent instead to H.M.S. Fareham and stayed there minesweeping for two years and nine months before she sank in Sliema Creek as the result of damage.

He was sent home in the Matson liner Mariposa (then running as a troopship) in 1944 and joined H.M.S. Glenarm, a River class frigate, which was later renamed H.M.S. Strull, and was still serving in her when she helped sink four submarines in one patrol while acting as part of a support group.

### A RECORD

In December, 1945, Parker joined H.M.S. St. Kitts when she first commissioned and finally left her in December, 1957, when her ship's company transferred to H.M.S. Camperdown and H.M.S. St. Kitts was placed in reserve. Twelve years in one ship is believed to be a record in the Navy.

When Parker serves in a ship, a copper ball is secured to the top of the mainmast. The alleged story of this is that Admiral Mountbatten suggested to the captain of H.M.S. St. Kitts that Parker's ship should have a distinguishing mark, and the copper ball was made at Chatham Dockyard for H.M.S. St. Kitts and was transferred to H.M.S. Camperdown with Parker in December, 1957.

He says that the Navy of today is not as good as the Navy he knew when he first joined, although he admits he does not like change, and in his opinion the modern rating is getting "soft."

He served on normal engagements until July, 1952, and since then he has been on special N.C.S. engagements authorised by the Admiralty, which now allows him to wear the Long Service and Good Conduct Medal and bars, in addition to numerous campaign and war medals. Navy readers will be interested to know that he has been continuously assessed as "superior" as an able seaman since 1923.

He leaves the Navy in November, 1961, and will go to live in Bracknell, Berkshire.

It is not known if "George" is a smoker or not. If he is it would be interesting to calculate what the Customs have lost from his "smokes" during his long period in duty-free ships.

## 104th minesweeper squadron visits Burma

**T**EA in a convent with the Mother Superior is not an event in the daily routine of every sailor, but it did happen to ratings from three minesweepers of the 104th Minesweeping Squadron visiting Burma, at the end of October.

The sisters of St. Joseph's Convent, Moulmein, were at home to the Navy, whose representatives for the occasion faced the afternoon with some trepidation. Confidence was not increased when the Chief Engine Room Artificer, who was the principal guest, discovered that he had forgotten to bring his tobacco with him. The Mother Superior (from Lancashire), hearing the cause of her guest's discomfort, dispatched a sister to the nearest tobacconist, and in no time at all a tin of tobacco and 30 cigarettes materialised.

This was the beginning of a very enjoyable afternoon which, for the ships' companies of H.M. Ships Houghton, Dartington and Chawton, was the high-light of their three-day visit to Moulmein.

### WREATH LAID AT MEMORIAL

Accompanied by 50 officers and ratings and the Burmese Naval Regional Commander, the Senior Officer 104th Minesweeping Squadron (Commander R. W. Halliday, D.S.C., Royal Navy) laid a wreath at the Thanbyuzayat War Memorial. On the site of a former Japanese

prisoner-of-war camp, the memorial stands beside a simple wooden cross made from railway sleepers by the prisoners themselves to commemorate the thousands who died from the inhumanity they suffered while imprisoned in Burma. The cemetery is being well kept.

Meanwhile at Bassein, H.M. Ships Woolaston, Puncheston and Wilkieston were being well entertained by the Burmese Navy and the sole British resident. In an exciting football match against the Burma Naval Base team, the representatives of the Royal Navy won by 6 goals to 5.

### 2,500 VISITORS

All six minesweepers later visited Rangoon. The Burma Navy had clearly been looking forward to the visit and made many arrangements to entertain the visiting ships. Over 2,500 of the inhabitants visited the ships in a single afternoon and many more had to be turned away. H.M. Charge d'Affaires gave a reception for officers, chief petty officers and petty officers on the Embassy lawn.

On leaving Rangoon the ships gave a demonstration of minesweeping for the benefit of Burma Navy officers. Before they left, the Burma Navy presented them with a magnificent silver dinner gong supported by two teak elephants to commemorate their visit. In what the Senior Officer described as rather inadequate exchange, the Burma Naval Officers' Mess were presented with replicas of the ship's crests.



Able Seaman "George" Parker resplendent with all his campaign medals

H.M.S. Redpole was towed from Portsmouth on November 16 to a ship-breaker's yard.

One thousand seven hundred and one men joined the Royal Navy during the period July to September.

## WAR-TIME SUB TO BE SCRAPPED

**B**ITAIN'S oldest operational submarine, H.M.S. Trespasser, returned to Portsmouth from South Africa on December 22 to give Christmas leave and then de-equip for scrapping, after 18 years' service.

Laid down in September, 1941, at Vickers-Armstrongs at Barrow, she was launched in May, 1942, and completed in September of that year.

Under the command of Lieut. R. M. Favell, D.S.C., R.N. (now Commander, retired), she conducted nine war patrols, and ranged from the North Norwegian Sea to the Far East. Apart from attacks on enemy shipping, she carried out a number of special operations, laid mines and was part of the covering force for the invasion of Sicily.

Since the war she has operated mainly in the Home Submarine Squadrons and has been based on Rosyth, Portland and Portsmouth.

In September of last year, Trespasser, now under the command of Lieutenant A. D. Turvill, sailed from Portsmouth to take part in exercises with the South African Navy and R.N. ships based in South African waters. On her return to the United Kingdom this "old lady" had steamed some 200,000 miles during her lifetime.

Because she was one of the earlier T Class, Trespasser was never fully modernised, and apart from a snort mast and improved radar, her external appearance is very similar to when she was first completed.

H.M.S. Manxman, the fast mine-layer, is being converted into a Headquarters and Forward Support Ship for minesweepers at H.M. Dockyard, Chatham.

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# ABBOTSINCH FIRE FIGHTERS



Petty Officer Cuttes seen with the Station Fire Crews after the presentation of the Pyrene Challenge Shield by the Flag Officer Air (Home), Vice-Admiral Sir Deric Holland-Martin, K.C.B., D.S.O., D.S.C. and Bar, to Royal Naval Air Station, Abotsinch. The shield is awarded annually to the R.N. Air Station winning the Home Air Command Fire Fighting Competition.

## News of other Navies

# Red China is building submarines

USING a number of former Russian submarines as prototypes, the Chinese Communist Navy is reported to be building nine submarines at Shanghai. Red China is known to have a number of Russian-built submarines of the "W" class in service.

The R.C.N. is now fitting Variable Depth Asdic (Dunking Sonar as it is known in transatlantic parlance) in the Type 15 frigate Crescent.

The large destroyer leader Willis A. Lee is now under refit at Norfolk, Virginia. She is likely to be the first of the class to have ASROC. This is a surface-to-underwater missile. Once a submarine has been detected by the ship's Asdic the missile launcher is automatically "fed" with data by electronic computers. When fired the missile travels to a position in the approxi-

mate area in which the submarine is known to be lying. It then sheds its airframe and rocket motor and descends into the water by parachute. Saltwater activates a battery to provide underwater power. The missile homes on to a submarine by means of an acoustic device.

## DISPOSALS

The U.S. Navy has recently earmarked another large batch of warships for disposal. These include the battleships Washington and North Carolina, the world's last two effective battle-cruisers the Alaska and Guam, the cruiser Manchester and a number of submarines, escort carriers and transports.

## ITALY

The pre-war built cruiser Giuseppe Garibaldi has now commissioned for trials after a major refit at La Spezia. Though at present disarmed, she will eventually carry 5.3 in. and 3 in. guns.

# Flora from Montary greets Puma at Devonport

## SHIP'S 43,000 MILES IN 11 MONTHS

A LIVE puma was on the quayside at Devonport Dockyard on December 19 to greet H.M.S. Puma (Commander J. Marriott, R.N.) on her return after an eleven month cruise during which she has sailed over 43,000 miles.

The puma, which has the name of Flora, was presented to the ship — one of the four Leopard class anti-aircraft frigates — by the citizens of Monterey, California. She arrived in Britain only two days before the ship sailed in January and few of the ship's company had an opportunity of seeing her. Now out of quarantine, however, she was brought from Paignton Zoo for the ship's arrival.

The puma was presented to the ship as a result of the efforts of Mr. John Steinbeck, the author, after he learnt that H.M.S. Puma did not possess a trophy head of the animal whose name she bears.

## SYMBOL OF FRIENDSHIP

Mr. Steinbeck got in touch with friends in Monterey and as a consequence a formal resolution was passed by the Supervisors of the county that "the people of Monterey County invite

the officers and men of Her Majesty's ship Puma to accept as a symbol of the friendship between our two countries from the Hills of the Kings in the heart of the Salinas Valley, a puma or mountain lion, an animal fierce and brave in anger, shy and gentle in peace. . . ."

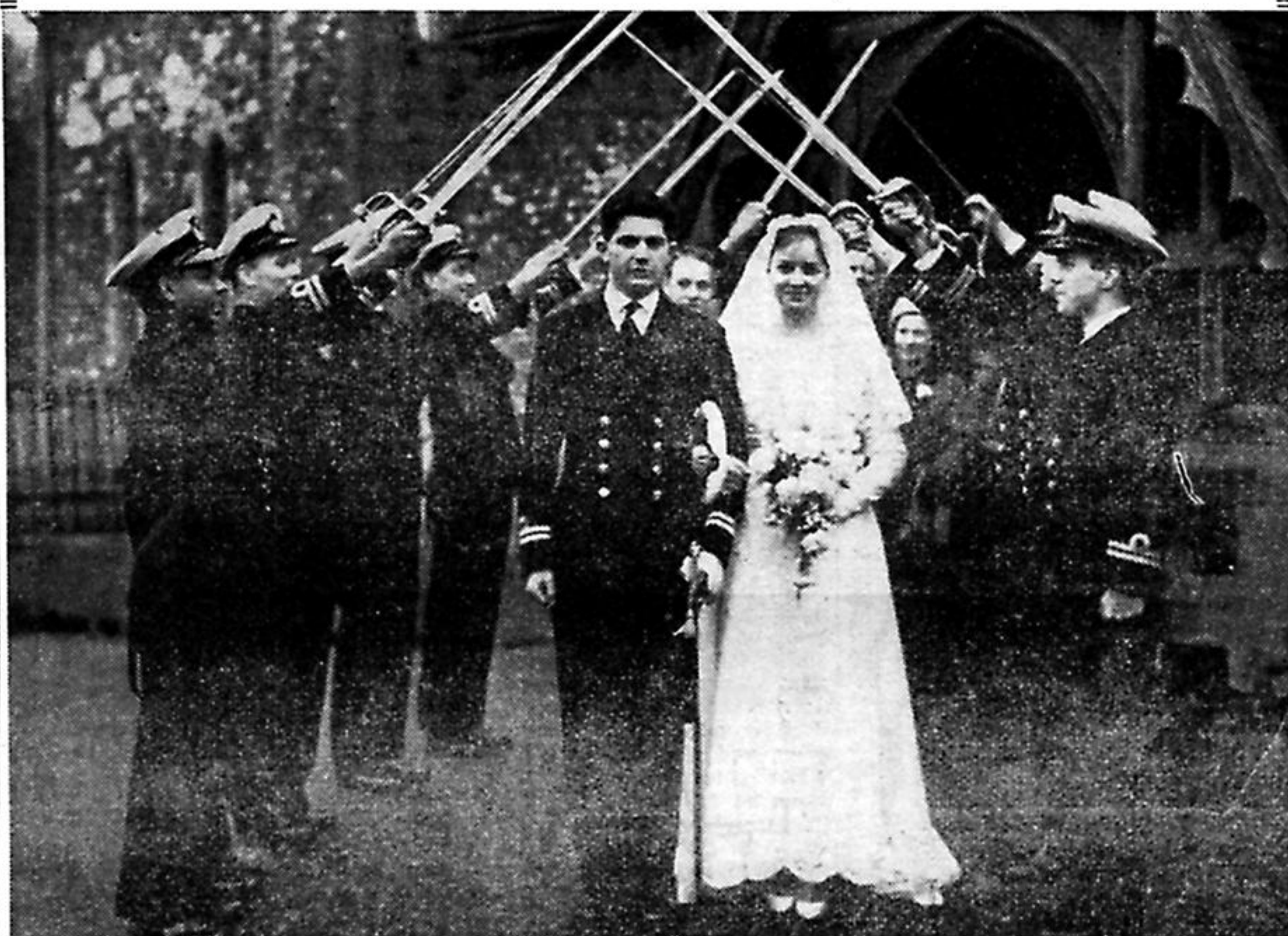
As Flora could never have lived comfortably on board ship, Paignton Zoo agreed to give her a home where she could be seen by the ship's company and be allowed to visit the ship on special occasions.

On her way out to the South Atlantic and South America Station H.M.S. Puma entered every major port on the West African coast from Dakar to the Cape of Good Hope and later visited Mauritius, Madagascar, Mozambique and ports in Uruguay, Argentina and Brazil. In all she has called at 31 ports in 23 different countries or islands.

Families of the ship's company went on board the Puma in Plymouth Sound to take passage up harbour and among them were some of the eleven children born while the ship was away and until then not seen by their fathers.

After a four month refit, H.M.S. Puma will spend a further three months in the Home Fleet before re-commissioning in August.

# NAVY AT BANSTEAD



The Royal Navy was present in force on December 17 at All Saints' Church, Banstead, for the marriage of Lieut. Christopher John Harris, Royal Navy, son of Mr. and Mrs. E. E. Harris, 8 Springwood Road, Leeds, 8, to Miss Angela Berridge, second daughter of Major and Mrs. E. J. Berridge, of 32 Wilnot Way, Banstead. The bridesmaid was Miss Hilary Harris, sister of the bridegroom, and the best man was Lieut. Peter Stone, Royal Navy, friend of the bridegroom. The service was conducted by the Rev. Frederick Schofield. The guard of honour was composed of brother officers from R.N. Engineering College, Manadon, in which establishment the bridegroom is now serving.

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BRITISH UNITED AIRWAYS require a Safety Equipment and Survival Officer to be based at Gatwick Airport. The applicant must be fully experienced in all aspects of this work and be able to lecture and check staff on this subject. The appointment would suit retiring petty officers.—Apply to Personnel Manager, British United Airways Ltd., Gatwick Airport, Horley, Surrey.

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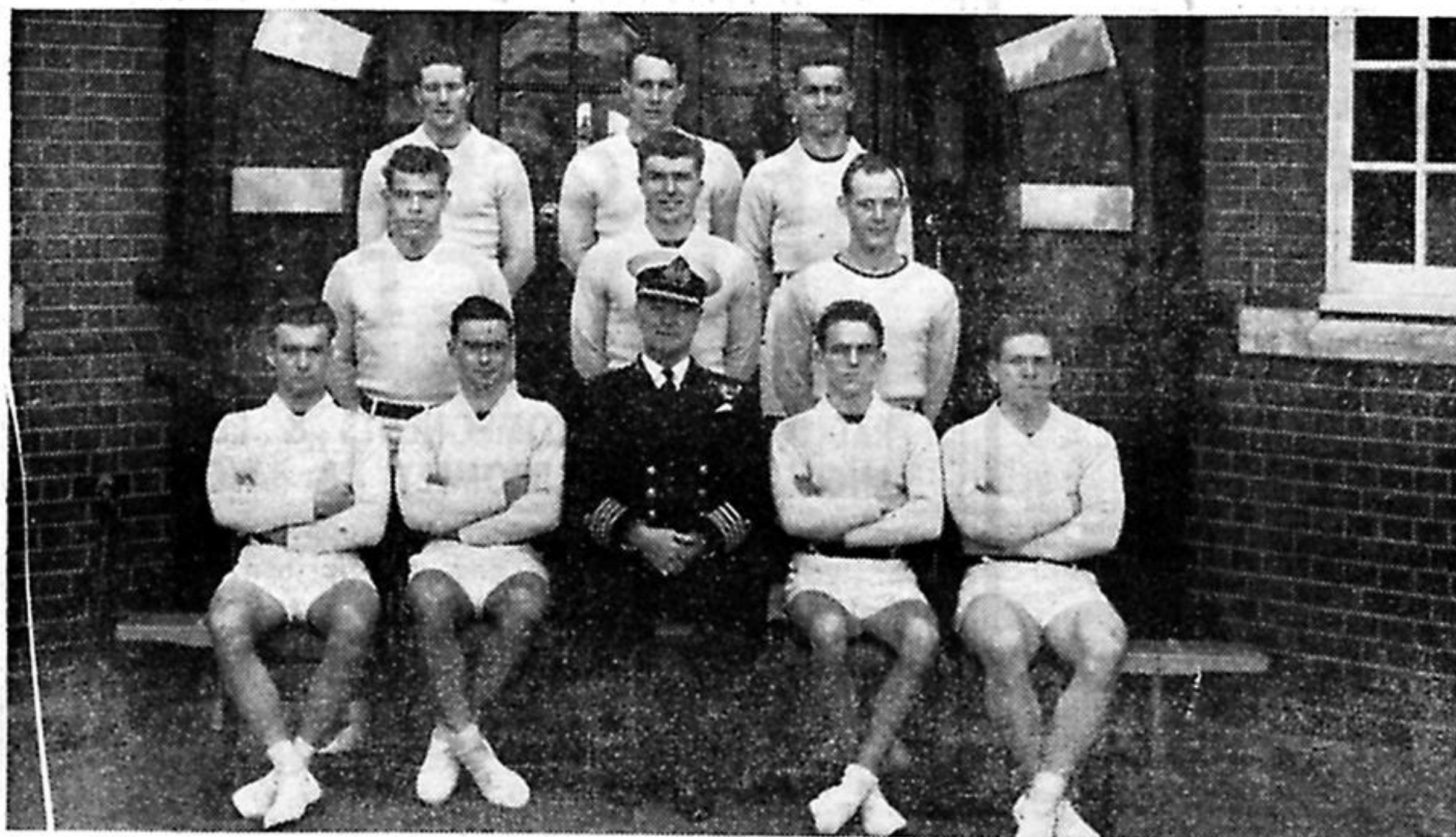
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Our picture shows the latest class of physical training instructors to qualify after a course of 23 weeks. Taken with the Superintendent of the School, Capt. J. Perks, C.B.E., D.S.C., Royal Navy, they are seen from left to right: Back row: L.S. Hibberd, L.S. Foster, L.S. Pike. Middle row: A.B. Bessey, A.B. Lipp, A.B. Wilkins. Front row: A.B. Drage, A.B. Ackrill, A.B. Mitchell, L.S. Scott.

The P.T. branch is urgently in need of new qualifiers. To become one you have to be under 25 years of age and be passed for Leading Seaman. If you are a Seaman and think you have the aptitude, why not join the branch whose work has something to offer to all individuals, and which is in great demand to keep the men of the modern Navy fit.



Junior Naval Airman C. R. Clifford receives his Certificate of Proficiency from the Commanding Officer of the Royal Naval Air Station, Yeovilton, Capt. W. C. Simpson, O.B.E., D.S.C., R.N.

## HERON FIRST OFF THE MARK

### Five get Certificate of Proficiency

H.M.S. Heron, the Royal Naval Air Station at Yeovilton, Somerset, is the first Naval Establishment to run a motor cycle training scheme under the auspices of the R.A.C./A.C.U.

Five ratings L/Air T. J. Farrow, L.E.M.(Air) T. W. O'Keefe, L.S.A.(S) G. E. Hall, J.N.A.M. C. R. Clifford and E.M.A. T. Shepherd completed the course of instruction and were successful in the road test for which the Chairman of the Examining Board was Mr. Turner, the R.A.C. Motor Cycle Executive Officer.

This scheme has proved so successful it is hoped that other Naval Air Stations will adopt it.

## Far East Fleet Visits Hong Kong

### FOURTEEN SHIPS HAVE ANNUAL REST AND RECREATIONAL PERIOD

H.M.S. Alert, wearing the flag of the Commander-in-Chief, Far East Station, Admiral Sir John David Luce, K.C.B., D.S.O., O.B.E., preceded units of the Far East Fleet into Hong Kong on November 5. Arriving later were H.M. Ships Bulwark, wearing the flag of Rear-Admiral M. Le Fanu, C.B., D.S.C., Flag Officer Second-in-Command, Far East Station, Cardigan Bay, Hartland Point, Caprice and Crane. Also in company were H.M.A.S. Vampire, H.M.N.Z.S. Rotoiti, H.M. Submarine Teredo and the Royal Fleet Auxiliaries Fort Langley, Fort Charlotte and Eddystone. Present in the Port was H.M. Ship Cavalier. Embarked in H.M.S. Bulwark was 42 Commando, Royal Marines. The Fleet was joined on November 6 by H.M. Survey Ship Dampier.

The purpose of the concentration was the annual rest and recreation period which is given each year in Hong Kong in the cooler weather of autumn, with the object of relaxation after strenuous exercises and cruises, and of relief from the heat and humidity which prevails throughout most of the Far East Station.

### SIGN OF THE TIMES

It is a sign of the times that for the first time in many years no pulling regatta was held. The years since the war have seen a steady reduction in the number of pulling boats in the Service; first with the introduction of the motor cutter as a seaboot in big ships and latterly with the appearance of the new motor whaler in modern frigates and destroyers. While the latter boat can be used for pulling and is invaluable under oars under certain conditions, it cannot, of course, compete on level terms with such pulling whalers as remain.

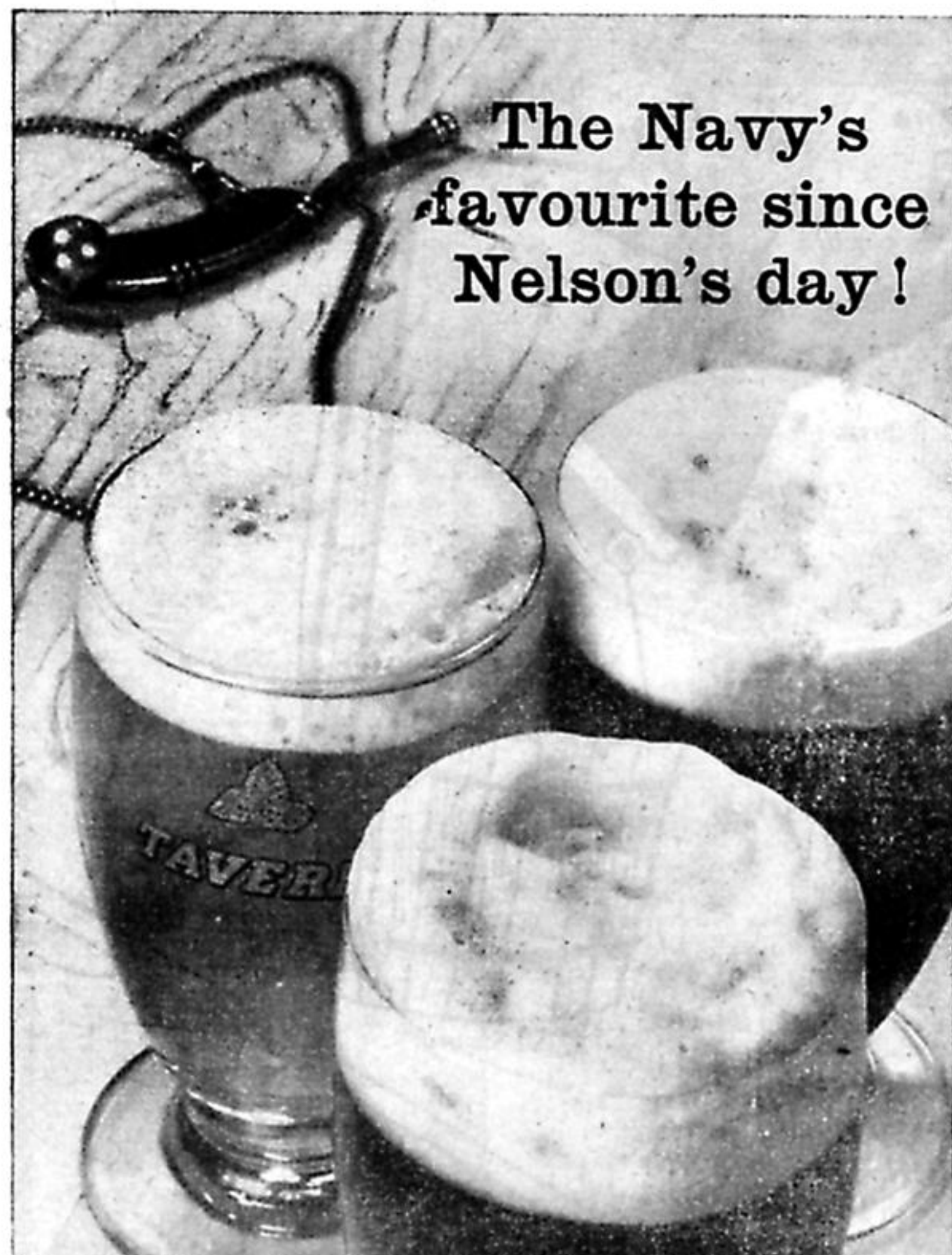
The annual Fleet sailing match against the Royal Hong Kong Yacht Club was held on November 6. The races were sailed in the club's boats, which included Dragons and "L" Class, and it is an indication of the improved recreational facilities available to the Service, both at home and abroad, that so many ratings (including junior ratings) were found to be capable of handling comparatively sophisticated racing craft. So large was the number of would-be helmsmen that a ration system had to be adopted when selecting the team for this extremely popular competitive and social event. The day ended with the presentation of the "Tankard" (which holds some two gallons of beer) to the victorious club team.

On November 19, a highly successful boxing meeting was organised by H.M.S. Bulwark between a team from H.M. Ships Bulwark and Hartland Point, and one from the Hong Kong Amateur Boxing Association and the Army.

### H.M.S. DAMPIER COMPLETES SURVEY

SEPTEMBER and October saw the continuation and completion of the east coast of Malaya survey. The area covered from Kuantan to Dungun was 2,200 square miles plus 45 miles of coastline which was covered entirely on foot. The detached party surveying the Western Approaches to Singapore covered an area of 40 square miles and 20 miles of coastline.

Three days were spent on a small survey of the approaches to Tumpat where considerable changes have occurred due to shifting sands. One sand spit had moved over one mile in eight years.



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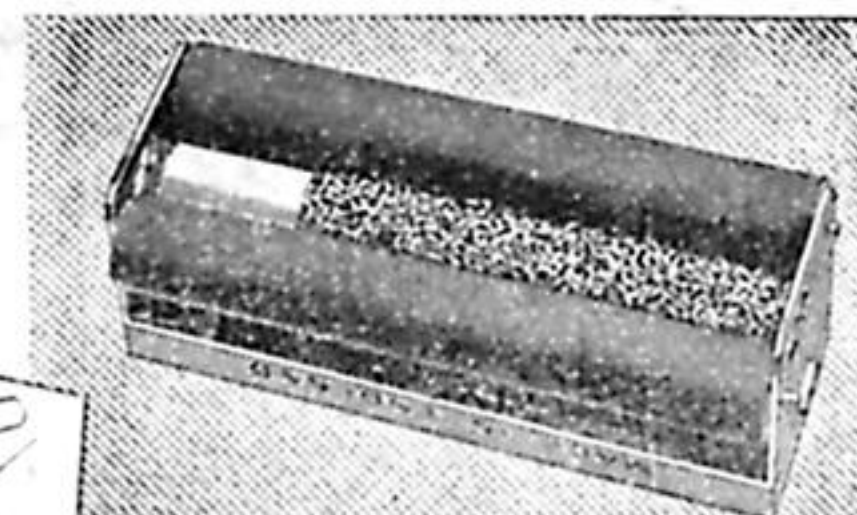
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